

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

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- 2) Comments may be made orally at this meeting (to the court recorder)
- 3) Written comments may be mailed to:

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Impact study on traffic flow - How long
will a train be in Indian River County?
20 min?

Cultural - Seb. bridge
Environmental - wildlife
nothing addressing Indian River,
Martin, FL, Brevard Cty's
Impact - the jewels off the
East Coast! Shameful

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Comments:

No BENEFIT FOR ALL PROPERTY + house people, from
Orlando to WPalm -
Moved to Fla for reasons not compatible with your
interests. People, animals, environment, not being served.
I don't want to move to MIAMI - GREAT FOR MIAMI
GREAT FOR TRAVELERS, BAD FOR INHABITANTS -
yuk!

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Comments:

On this issue, Vero Beach has nothing to gain and a great deal to lose by this project. We live within a quarter mile of the existing line and are always aware of existing trains, the noise and vibration.

The project will tend to further divide the Vero Beach Community fragmentation.

As for the Corp of Engineers, I have no confidence in their work (from past experience). The communities south of Vero, including those with stations, will have the same problem particularly those with waterways.

Again, Vero Beach has nothing to gain and much to lose. Robert C Blanchard

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Comments:

VIBRATION- ADDITIONAL REPORTS ON VIBRATION AFFECTS NEED TO BE DONE. THERE ARE MANY VETERANS IN INDIAN RIVER COUNTY THAT REQUIRE A CERTAIN LEVEL OF NOISE IN ORDER TO OVERCOME PTSD. SUPPLEMENTATION SHOULD BE ALLOTTED BY APPLICATION TO MOVE VETERAN SERVICES AT NO COST TO VA IN ORDER TO ASSURE THEY HAVE THE NEEDS MET.

FRIEGHT- THIS NEEDS TO BE ~~RE~~ REPORTED SEPARATELY WITH ESTIMATIONS OF APPROXIMATE TRAIN NUMBERS. THIS CHANGES THE ENIRE ENVIRONMENTAL IMPACT OF REPORT.

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Comments:

I would quarrel with most of your EIS conclusions.

Looking at the map, the RR routes appear to form a triangle.

Always I was taught that the hypotenuse was shorter than
the sum of the other 2 sides.

What is a secondary impact? Something short of fatal?

I don't know where you draw the line with wildlife.

Current economics will definitely be effected.

Businesses close to the tracks will have to close. Jobs will be
lost. Cindi's Pet Shop at 8thst & U.S. 1 for one.

Homeowners will see a decrease in value and increased
taxes to pay for extra track maintenance & liability.

Go west with this project. We may not be
Metropolitan, but we are growing at a respectable
pace and don't need this intrusion.

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Optional Personal Information:

Name	Sharon Townley
Address	2536 2nd St Vero Beach FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Unbelievable TO THINK running a high speed
train through coastal towns at carrying
FREIGHT / passengers. is an asset for Florida
residents. OR, is it a just a guise for
a few investment owners.
SAFETY ISSUES NOISE ISSUES
inconvenience LOSS OF economic
monies for all businesses.
along Treasure coast live as
well as real estate values & noise
dying. Do you really want to
live here with these trains?
I doubt you live near them?

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I did not see any study indicating where all the passengers will come from to support the train. Further, if these passengers (mythical though they be) would normally be driving a car between Orlando and Miami, it's inconceivable that a large portion of them will change their habits. Cars and owning, driving them is ingrained in Americans.

The amount of Florida residents (and visitors) who will be inconvenienced by the train is astronomical compared to the few people who will benefit from it, notwithstanding All Aboard Florida.

Our government needs to step in and demand that AAF come up with a different (and hopefully better) alternative. So what if the train will take more than 3 hours using a different route through a less populous area.

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Comments:

I OBJECT TO THE USE OF TAXPAYER DOLLARS, IN THE
FORM OF LOANS AND/OR LOAN GUARANTIES, BEING
USED TO BUILD THE AAF INFRASTRUCTURE & PURCHASE
EQUIPMENT.

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Comments:

AAF WILL NOT BRING JOBS, VISITORS, OR
ADVANTAGES TO SLC COUNTY. INSTEAD IT
WILL COST TAXPAYER DOLLARS TO UPGRADE ALL
ROADWAY CROSSINGS.

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Comments:

ON OCTOBER 28, 2013 I NEARLY DIED.
I WAS HAVING A STROKE.
THE FEC RAILROAD CROSSING AT HOLLY STREET
MICCO FL WAS BLOCKED FOR 40 MINUTES BY
A FEC PARKED FREIGHT TRAIN.
THE LOCAL AMBULANCE COULD NOT COME WEST
OVER THE TRACKS (I LIVE LIKE MANY 1,000S ON
THE EAST SIDE OF THE TRACKS).
SO I DROVE MYSELF TO THE NEXT CROSSING
ABOUT 3 MILES NORTH ON MICCO ROAD, MICCO, FL.
THE DAMNED TRAIN WAS BLOCKING THIS CROSSING
AS WELL ! I SAT IN MY TRUCK HAVING
PULPATIONS, TRYING TO CALL 911 FOR ASSISTANCE.
THE EMERGENCY RESPONDERS ARRIVED AT THE EASTERN
SIDE OF THE RAILROAD CROSSING AND RAN BETWEEN
THE RAILROAD CARS TO REACH ME. THEY CARRIED ME
BACK TO THEIR AMBULANCE ON THE EAST SIDE.
I ARRIVED AT THE SEBASTIAN RIVER HOSPITAL WITH

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WHAT THE EMERGENCY INTAKE DOCTOR (DR ROBERT BENKENDORF
DESCRIBED AS 2-3 MINUTES BEFORE FULL STROKE AND
CARDIAC ARREST. PLEASE INSTALL BRIDGES OVER THE TRACKS
TO ELIMINATE AT GRADE CROSSINGS. THANK YOU.

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Optional Personal Information:

Name	PETER EBBUTT
Address	9586 FLEMING GRANT RD MICCO, FL 32976
email	Please provide your email address if you would like to receive notification when the FEIS is available PEBBUTT@BELLSOUTH.NET

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**Comments:**

Use the track of the ~~old~~ railroad that goes around the traffic heavy zone along the coast

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While I feel this forum does not allow for an adequate coordinated group objection to "All Aboard", I am compelled to write my comments in case my voice may be heard. I AM NOT ALL ABOARD! We move to this quiet, orange-grove filled community specifically because it was a quiet, orange-grove filled community! All Aboard is all about the money! If 3.5 million has been spent to buy lobbyist votes how much more will be made by those who are pushing this project forward? I can bet that it is a whole lot more than 3.5 million! The disruption of traffic, the noise, the inability to access both hospitals located in this county are simply a few reasons why my family vehemently objects to All Aboard. There is nobody here that can convince me otherwise!

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Optional Personal Information:

Name	Tina Grigsby
Address	6023 Ridge Lake Circle Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available tina-grigsby@hotmail.com

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Comments:

All Aboard Florida - except it's not. ~~It's not.~~

I propose a name change - "All Aboard Miami And Orlando -
Let's Destroy Everything In-Between!"

See, we, the residents of Vero Beach, have gathered massively
today ~~at~~ the Richardson Center at RCHS. Why? You must
realize the ridiculousness you have asked of us.

Support, put up with, and inevitably fund something that
does nothing but harm us. Let's be honest - there will
never be a stop in our humble little town - why would there
be? Those of you who have pushed this to even get to this
stage care about the money. Who cares about people, or wild-
life? Yeah, okay, you can argue with no basis (there is a friendly
tip - back up claims with support. Do not just list nearby habitats
and assure they will not be affected but give no reasons as
to why they would not.) that it will not harm any wildlife that is
listed.

Those that are not? What of them? What of that little boy's
dog in front of the train because that used to be the parking lot

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Comments:

he played in?

I will sum it up for you. ~~XXXXXXXXXX~~

Vero is Vero. We have enough issues with the trains already here. We want quiet. We want peace. I have spoken with people today whose lives you will ruin, and there is one major point I take from this:
We say no.

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Name	Dani Surgeoner
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available Luvvh2o@gmail.com

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I understand that using existing tracks saves money. But is it worth the cost to 1. the environment 2. noise pollution 3. encroachment on existing properties when rail is added 4. the health of citizens that will have delayed access to hospitals (2 seconds can mean the difference between life and death!) 5. safety of traffic due to train's high speed? And all this cost to our community with zero benefits??!!

6. cost to city to maintain crossing

Move it west, parallel to the turnpike. The monetary cost is well worth the savings in cost to our ~~communities~~ communities.

Why so many trains? 32/day + 400/train - they will not be full and profitable. And how much room is there for error when the

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trains are travelling at 100 mph. A stray cat wouldn't have a chance. God forbid it is a child or any other human being.

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I do not think this is a good idea because of different kinds of pollution. One pollution would be air pollution because of the substance you use to run the train. Another pollution would be noise pollution, this would affect us because the train would be going through multiple times a day. If all of these trains go through every day people might have trouble getting to hospitals. This would not be good because if there is an emergency and someone needs help fast they will get stoped by this train. There would be a lot more traffic conjustion if this were to go thru and people would not be able to get to places.

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1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement



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Comments:

*If you allow this RP to go through
it is absolutely unfair to all the small
communities on the Treasure Coast*

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Optional Personal Information:

Name	Nancy N Thayer
Address	1425 Shorelands Dr. W VR 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available bnnthayer@bell south.net

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Comments:

- 32 TRAINS / DAY WILL SIGNIFICANTLY REDUCE QUALITY OF LIFE DUE TO NOISE & WAIT TIMES FOR RESIDENTS OF THE THREE TREASURY COAST COUNTIES WITHOUT PROVIDING ANY BENEFIT.
- IF AAF GOAL IS TO OFFER RAIL SERVICE (PASSENGER) BETWEEN SOUTH FLORIDA & ORLANDO USE A ROUTE SIMILAR TO THE TURNPIKE. A LIGHT RAIL SYSTEM OR DEDICATED HIGH SPEED BUS LANE WOULD BE FEASIBLE ALTERNATIVE
- RIDERSHIP ESTIMATES & REDUCTION IN CAR TRAFFIC ARE QUESTIONABLE

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Optional Personal Information:

Name	DAVID HARTMAN
Address	7400 29 th CT VERO BEACH, FL
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Extend Thruway Right of Way for Tracks
Passenger & Freight Train Service
with Spurs to major cities.

How many rail crossings between
Jacksonville, & Miami

How long will crossings be closed
ie Train at approx 2 miles ~~approx~~ minute
plus gates lowering approx 30 sec to min.

* Florida need improve rail service
for future growth, Travel via rail
Freight via rail

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Comments:

Very high risk^{*} No reward. 5 Nov 2014
* 221 Death in FEC corridor in 15 years.
with out the extra 32 high speed trains.
cut off from emergency services and the
hospital; Traffic congestion, noise pollution,
disrupts our right for the pursuit of
happiness. I would be more than happy
to help you pay for RR tracks west
of town. Alex Fritz Alex Fritz
1234 River Reach. Dr.
Vero Beach, FL 32967

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Optional Personal Information:

Name	Alex Fritz
Address	1234 River Reach Dr. Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available alexfritz1@yahoo.com

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Comments:

I Tell any one that is elected
by the people for people I liked
this train foot-up High Speed of
32 trains a day must be voted out!
For ever

32 train \$500 per Day where
will they get 386 over riders
per day - Not going to happen

Then we the people will prove
our tax \$ is keeping going!

Never Happen

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Comments:

The All Florida Intercity Rail Project
is a very dangerous to communities
as Vero Beach. It will have a serious
impact on anyone near the tracks.
There will be many accidents and
discomfort to Vero Beach residents.
There is an alternative rail track
considerably west of 95 that
would not propose the risks
this project has.

Lincoln Thompson Jr.
Elizabeth Thompson
8342 W. Harbor Village Dr.
Vero Beach, FL

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Comments:

The proposed route through Indian River County, St. Lucie County, and Martin County is of no benefit and actually a detriment to all who reside in these counties. Traffic from east of the tracks and those near the tracks will be impacted seriously. Please consider routing your trains to an area west of these Counties.

Robert Cardenas

5055 N. A1A #606

Fort Pierce, FL 34949

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Optional Personal Information:

Name	Robert Cardenas
Address	5055 N. A1A #606 Ft Pierce, FL 34949
email	Please provide your email address if you would like to receive notification when the FEIS is available albob albob1291@aol.com

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Comments:

QUESTION FROM A VERO BEACH RESIDENT:

"WHY WOULD I WANT 2 TRAINS PER HOUR (6:00AM TO 10:00 PM) GOING THROUGH MY TOWN AT 110 MPH."

THE ONLY BENEFIT THAT WAS ARTICULATED IS THAT IT IS FOR THE GREATER GOOD. I SEE NO OTHER BENEFIT. IF THAT IS THE ONLY BENEFIT FOR US, I WOULD LIKE TO KNOW WHY A CORRIDOR WEST OF THE CITIES INVOLVED HASN'T BEEN CONSIDERED. I SUSPECT THAT THE REASON IS THAT, IT WOULD CUT TOO DEEPLY INTO PROJECTED PROFITS.

BOTTOM LINE - A VERO RESIDENT HAS TO PUT UP WITH THIS TO ENSURE YOU MAXIMIZE PROFITS. - NOT THE MOST COMPELLING ARGUMENT I CAN THINK OF.

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All Aboard Florida Questions/comments November 5, 2014

How exactly will Vero Beach benefit from an extra 32 trains per day running through the town?

Will citizens have access to transportation on the train to the north or south? When?

Jobs: What kind? Long term or temporary employment opportunities? Skilled or labor?

Who in the Vero Beach area benefits from AAF?

Which political party or people have received donated funds from AAF? How much money?

Estimate the disruption/hardship in traffic congestion for commuters going from the west side of town to the east side. How slowly in mph will trains go through the populated areas of Vero Beach? What is the approximate time scheduled for each town crossing? What about ambulance traffic to the hospital? Vero Beach has a substantial elderly population, many who may be in need of hospital services and may need to cross the railroad tracks. In some health situations, minutes are matter of life or death.

Why can't AAF use/extend the less citizen disruptive CSX tracks to the west of Vero- near the Florida Turnpike thereby reducing the hardship for citizens?

Should AAF's predicted passenger ridership fail to materialize, will AFF assume full financial responsibility for all losses rather than Florida taxpayers? If not, why not?

Arnold Rabinowitz
3488 63rd St
V.B, FL 32966
arnold.rabinowitz@gmail.com

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Comments:

This meeting is a sham -
I spoke with the "Noise"
representative, "SAM", and he
spoke of quiet zones
and noise reduction, however
he referred to "decibels" -
The average Vero Beach
resident would greatly
benefit from an actual
demo of the "quiet zones"
and the actual sound
differential instead of vague
references to a power noise
level. I don't know the
current decibels that I
hear a block away from
the tracks - how diminished
will the quiet zones be ???

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Optional Personal Information:

Name	<i>Eileen Finestone</i>
Address	<i>6635 Martinique Way Vero Beach, FL 32967</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>scfinestone@bellsouth.net</i>

2

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Comments:

My concerns extend to safety issues, the environment, the property values. People who want to go to Disney will always find a way to Mickey's Place and all this talk about freeing the roads is unnecessary. Busses could handle the traffic to this amusement mecca. Many of us in Vero Beach believe this is just a ruse for increased freight traffic. Shame on All Aboard Florida.

Allen Fuestone

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Name	Eileen Finestone
Address	6635 Martinique Way Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available scfinestone@bellsouth.net

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Comments:

I feel my golden retirement years have been threatened by all aboard FL. I live very near the tracks + have sunk all my money into a home that will plummet in value if AAFL succeeds. Along with many other senior citizens, I will be trapped by frequent trains crossing the only way in + out of my home.

The environment—air, noise + animal habitat will be impacted and not in a good way.

There will be a few winners + very many losers if this comes to fruition.

I honestly feel like I am having this development rammed down my throat. Leave it to AAFL to rape a very vulnerable population of senior citizens who have been forced by the economy to reside in mobile home communities.

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Nov. 4, 2014

I am writing to express my objections to the grant of a loan to FECI to finance proposed passenger rail service between Miami and Orlando. Based on my knowledge and research, this project will fail, and the taxpayer funded loan proceeds will be lost.

I will focus on the capital costs, since cost overruns will cause the project to fail before the first train ever leaves the station. My research comes from The Reason Foundation, Acela financial statements, the internet, and news articles on other high speed rail projects.

- Track upgrades from Miami to Cocoa: Amtrak is budgeting \$19.5 million per mile to upgrade 23 miles of existing track in New Jersey, which is already double tracked. Because AAF is building a second track and installing quiet corridors along much of the 184 mile route, the cost per mile will be the same or more, or upwards of \$3.6 billion.
- New tracks from Cocoa to Orlando: The estimate for the new Dallas to Houston HSR project is \$41.7 million per mile, or \$1.5 billion for 35 miles of new track. The San Francisco to Los Angeles HSR project currently under construction is costing \$130 million per mile, or \$4.5 billion for 35 miles. The recently completed HSR linking Milan and Turin in Italy also cost \$130 million per mile.
- Rolling stock: AAF has announced it will buy ten train sets. According to the US Inspector General, this will cost from \$300 to \$700 million.
- Train stations: AAF has announced that it will spend \$209 million to build new stations in Miami, Ft. Lauderdale and West Palm Beach.

The estimates above indicate that the project will cost a minimum of \$5.6 billion. At the upper end it could cost \$9 billion. The project will run out of money on or before the completion of the Miami to West Palm Beach segment. The lenders (taxpayers) will be left with a terribly expensive and poorly utilized passenger train linking cities already served by the Metro Rail service which requires over 80% operating subsidies.

My research has been hampered because FECI refuses to make its business plan public. I believe this is because they know that trained financial and investment professionals will rip their assumptions to shreds.

Respectfully,



Alice J. Johnson
5470 E Harbor Village Dr.
Vero Beach, FL 32967

Alicejohnson5470@hotmail.com

Visualize This: A True High-Speed Train System built along either the I-95 or Florida Turnpike Transportation Corridors West of our Coastal Cities and Towns. The Florida East Coast Railway Tracks have been replaced with a Landscaped Linear State Park Greenway with Bicycle and Walking Paths that are highly utilized by our citizens and enhances the quality of life rather than destroying it.

You may recall that a True Florida High-Speed Rail Project with speeds of up to 186 mph was proposed with initial service between Tampa and Orlando and with plans to extend the service south to Miami along the existing I-95 and Florida Turnpike Corridors that already have traffic overpasses and noise abatement walls along the populated areas and which would allow the trains to attain much higher speeds. There would be no issues with the trains bisecting the towns and stopping Automobile, Public Safety Vehicles, Marine Traffic and Pedestrians along the way 32 times (or more) each day.

Governor Rick Scott, during his second month on the job in 2011 rejected a whopping \$2.4 Billion Dollars in Federal Money to help build this Proposed High Speed Rail Line from Tampa to Orlando and Orlando to Miami. Why?

Now Privately Owned Florida East Coast Railway is trying to force a Second Class Not-So-High-Speed System on us using a century old rail right of way that has long outlived its usefulness. This Route through the Treasure and Space Coasts bisecting our cities and towns will significantly damage the Quality of Life, Health and Safety of our Citizens and the Economies of the Region.

One of the major incentives for FECR to upgrade the tracks is to allow more Freight Trains through our region as a result of the Port of Miami Improvements which will allow Huge International Container ships to unload there and the containers to be transported via rail with more potential for derailment disasters along the way.

Scott has now pledged \$215 Million in Florida State funds to build a massive Orlando Transit Hub with an additional \$467 Million from the Greater Orlando Aviation Authority totaling \$682 Million to serve the Privately Owned All Aboard Florida. This helps only Miami, Ft. Lauderdale, Palm Beach and Orlando and does nothing for the Treasure and Space Coasts as both passenger and freight trains loudly rumble through our cities and towns and across our waterways at least 32 times per day.

I suggest the following: Offer Florida East Coast Railway / All Aboard Florida an easement along the Florida Turnpike or I-95 to build new tracks in exchange for vacating and abandoning the existing tracks through the centers of our coastal cities and towns and deed the land and right of way to the State to be used as Linear Park. The State, in cooperation with the Cities and Towns along the route can then remove the tracks and install bicycle and walking paths with Florida Landscaping along the Greenbelt.

Two Much Better Route Options:

- The Turnpike Route is more direct and would significantly cut the travel time - Downtown Miami to Orlando International Airport is approximately 230 Miles.
- The I-95 to SR-528 Route is approximately 273 miles but runs closer to 4 International Airports along the way: Miami, Ft Lauderdale-Hollywood, Palm Beach and Melbourne. Shuttles from the airports delivering people to a True High Speed Train Terminal would greatly increase the number of passengers utilizing the trains and boost the Florida economy.

Looks like a Win-Win solution to me

Ken Bradley

COMMENTS ON ALL ABOARD FLORIDA

PUBLIC SAFETY ISSUES:

110 mph trains through Brevard, Indian River and Martin counties, urban areas
An accident in Vero Beach at 21st street and Route #1 would wipe out the Chamber of Commerce and the Post Office
An accident at Aviation Boulevard and Route #1 would wipe out the Vero Beach Water Department leaving residents without water for months
Many residences and businesses along Old Dixie Highway and Route #1 would be demolished

This project has no benefits to public safety !

OTHER ISSUES

Disruption of Quality of Life
Noise
Vibration
Disruption of boat traffic
Disruption of traffic flow
Disruption of emergency care
Disruption of evacuation
A transition from occasional interruption of our peace and quiet to a constant interruption
Reduced property values

CONCERNS

32 high speed and 20 freight trains could increase accidents by 300% on the 20th place line for FRA accidents
FRA should provide speed, footprints and damage information for all significant recent accidents in North America
FRA should require railroad lines to provide documentation of all toxic materials carried and restrict where they may be carried if an accident would deteriorate water, environment, or quality of life

PROPER LOCATION FOR HIGH SPEED RAIL

Sixty years ago, the Interstate Highway system was designed to skirt urban areas and AAF should be out in middle of the state where CSX and Amtrak operate - and maybe Orlando to Miami would be less than 3 hours

SABIN ABELL
940 ST. ANNE'S LANE
VERO BEACH, FL 32967
Sabinabell@comcast.net

To: The Federal Rail Administration
From: J. Austin, Vero Beach, Florida 32967
Re: The Vero Beach, Florida EIS meeting
Date: 11.5.14

***Potential for the delay of vital transportation services – fire, ambulance, first responders etc.**

*This train will divide our county...forever.

*The Vero Beach Fire Dept. tells us that they are ill-equipped for hazmat training. Each hazmat truck will cost between \$600,000 – 800,000 not including equipment. 7 more fire rescue hazmat trained specialists must be hired for round the clock duty. A new fire house must be built.

*No ridership – potential for hazardous freight v. passenger rail.

*If fruit and vegetables are transported the use of methyl bromide has been suggested as a means for speedy rail delivery from S. American countries. This is a banned chemical.

*Noise and vibration will be increased.

*If a train derails – downtown Stuart will be the most severely impacted. This could wipe out an entire downtown area.

*Some roads may need to be closed throughout the region. We do not want the re-engineering of our towns. Our elected officials are the only planners for our county - not a rail company.

*Various forms of wildlife will be at risk.

*AAF will pave the way for Transit Oriented Development – with other business areas being at risk for loss of business. This is not Europe.

*Trains will hasten the Vehicle Miles Traveled tax as we will be “encouraged to ride a train”. Our state is not yet massively congested and only 6% of U.S. land is developed. The U.N. would like all Americans on a train or bus. This is not Europe.

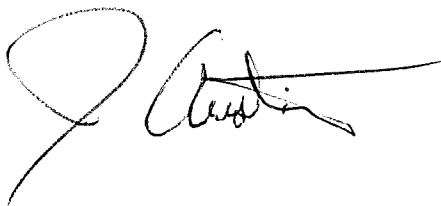
***We will be paying for the crossing upkeep of a private company – forever. They should pay us for destroying our towns.**

*AAF is taking advantage of the global push for all people to shift to public transportation. This is corporatism in the purest sense.

*To date, public comments have been suppressed on the FRA website. The FRA is not on the side of “We the People”...they are on the side of the corporations.

Let the G.A.O. have a say in a matter that will change our lives – not for the better. With property rights come responsibilities. The EIS does not address the issue of safety. The only winner will be AAF.

J. Austin

A handwritten signature in black ink, appearing to read 'J. Austin', with a large, stylized initial 'J' and a horizontal line extending from the end of the signature.

Alice J. Johnson
5470 E. Harbor Village Dr.
Vero Beach, FL 32967
(772) 794-5234
Cell: (772) 321-4920
AliceJohnson5470@hotmail.com

Nov. 4, 2014

Re: RRIF Loan Application from Florida East Coast Industries, LLC (All Aboard Florida)

I am writing to express my objections to granting the above referenced loan on the basis that the proposed passenger rail project will lose money, resulting in a loan default. The loan is a waste of taxpayer's money, which should be used for infrastructure with actual public benefits. Below I have summarized why this project will lose money.

Insufficient population density & lack of local public transit: There is neither enough population density along the route, nor adequate local public transit to feed passengers to and from the train. The only "successful" intercity train route in the US is the Amtrak Acela between Washington D.C. and New York City, a corridor with **twelve times the population** of the Miami/Orlando corridor. The northeast corridor cities have excellent local trains, busses, ferries, taxis and subways to deliver departing passengers to the train station, and arriving passengers to their final destination. However, even Acela requires taxpayer funded capital grants.

Inadequate demand from business travelers: The target market for high speed rail is the business traveler, who can afford the high price of a train or plane ticket. The Miami/Ft. Lauderdale/Orlando market demand is currently satisfied by fourteen flights per day, or **2,100 seats**. FEC will be adding **4,800 seats** per day. There will not be enough business travel demand in our lifetime to fill the seats. FEC claims that their ridership will be mostly tourists, but why would a family of four spend \$1,000 to take a side trip via train to Disney World or Miami, only to have to rent a car upon arrival? Tourist traffic will be very sparse.

Speed: The FEC trains are not "high speed," which by definition means speeds of at least 150 mph. FEC will take three hours to travel from Miami to Orlando, only slightly less time than driving. Passenger trains should never share tracks with freight trains as proposed by FEC, because delays on either route render both services unreliable. The CSX "Theme Park on Wheels" train between Orlando and Miami ran freight and passenger trains on the same tracks, and failed in 1997 after less than two years, proving the point.

Demographics and automobile competition prohibit profitability in the US: Intercity passenger rail service doesn't work in the USA. The only two profitable high speed routes in the world are Paris to Lyon and Tokyo to Osaka. Their infrastructure was built over three decades ago at less than 10% of current costs. Their routes connect dense urban populations served by excellent local mass transit. Automobile travel in France and Japan is much more expensive than in the US, due to high gas prices and toll roads, rendering their trains more price competitive. Every other high speed rail line in the world requires government subsidies. It is inconceivable that FECI can operate profitably.

Capital costs are vastly underestimated: FECI has stated the project cost will be \$2.25 billion. I believe it will cost \$5.6 to \$9.6 billion. You can verify this by comparing the costs of other projects under construction or recently completed. FECI will run out of funds before the first passenger train section is completed.

FECI is overleveraged: The private sector underwrote \$405 million 12% FECI junk bonds this summer. How can you possibly believe that they will be able to repay the additional \$1.6 FRA loan, and why would you expect the taxpayers to accept a rate less than 12% for this speculative loan?

In summary, the proposed FEC loan will not be repaid, and should **not** be granted.

Very truly yours,



Alice J. Johnson

November 5, 2014

Federal Railroad Administration
Via Public Meeting, Vero Beach, FL 2015-11-05

RE: All Aboard Florida

To Whom It May Concern:

We would like to go on record as being strongly opposed to the All Aboard Florida railway project in its entirety. We are also strongly opposed to any expansion of services or facilities along the Florida East Coast railway line.

While there are numerous reasons for our opposition, we have chosen to limit this letter of concern to our top safety concerns.

1. **Existing rail traffic through the Treasure Coast presents a hazard for emergency services vehicles – expansion of services will create threat of life and property by hindering emergency response times.** The majority of health care services and our only hospital here in Sebastian, FL, are located to the east of the existing and proposed rail corridor. Every time a train comes through in either direction, all sidings are blocked for a minimum of 5 minutes and in some cases up to 20 minutes. These closures prevent emergency services vehicles from reaching residents or emergency events. Life threatening illness or injuries can't be "put on hold" while the crossings are closed. Lives continue to be put in jeopardy because necessary medical services cannot be accessed in time. Fires burn longer before responders are able to reach the scene. This is only going to escalate if more trains are allowed to utilize this corridor.
2. **The existing railway bridges and crossings are woefully lacking structural capacity to handle existing trains.** The railway bridge over the Sebastian River is unstable due to years of wear and lack of routine maintenance. The level of corrosion has gone unchecked. The fallout from a failure of that bridge would be catastrophic for this community. This is not a unique situation. The majority of the existing infrastructure of FEC routes are in the same or worse condition. Crossings are unsafe for pedestrian access and vehicular access. This is a predominantly senior community and many of our residents walk, ride bicycles, or use their scooters/wheelchairs to cross the tracks to access the stores on US 1. Replacing bridges and crossings would cause irreparable damage to our ecosystem. Our river and lagoon eco systems are already in jeopardy with existing infrastructure.
3. **Expansion of the track system to add another set of tracks would have an adverse environmental impact on our waterfront community.** In many of the communities along the FEC corridor, expansion would mean elimination of businesses, homes, and green spaces. It would increase the

rail traffic which would bring with it increased noise, vibration, and pollution. Again, no benefit to our community – only detrimental impacts to property, our ecosystem, and our safety.

There are more viable options for expanding north/south rail service in Florida. When I95 was being considered as a ~~corridor~~ north/south corridor the original proposal was to run the same route as AAF is proposing. But after impact studies were complete and public input considered, the project was moved west with no opposition. CSX operates a successful ~~and~~ north/south rail corridor originating in Miami and terminating in Orlando via West Palm, Lake Okeechobee area, and Winter Haven area. Why not collaborate with CSX or build west of I95? There's wide open spaces out there and the existing transportation infrastructure impact is far less invasive and detrimental than the proposed AAF route which goes as far east as Cocoa Beach and requires at least one new set of tracks and multiple new sidings?

4. **We are facing a "taxation without representation" scenario.** We are being told that there is no financial impact to our community yet we will be forced to shoulder the costs of maintaining the crossings in our community. We will be forced to shoulder the costs associated with relocating emergency services to protect our residents and our property. We will be forced to live with an intrusion that is detrimental to the lifestyle of our community. We will be forced to accept a project that will further damage our ecosystem. And for a community that is finally seeing property values begin to recover, we will be forced to accept property value declines as a result of the detrimental impacts of increased rail traffic.
5. **We are being denied our right to due process.** These public meetings are being staged and orchestrated by All Aboard Florida. There are no presentations with a question and answer component. The materials being used for presentation purposes are provided by All Aboard Florida and are, in most cases, woefully inadequate and false interpretations of the impact we can expect in our community. Distribution of factual information by parties in opposition to the project is being banned at these meetings in favor of false statements and renderings created by All Aboard Florida. These meetings were intended to be an opportunity for the FRA to share its findings and answer questions from citizens of each community in a "town hall" forum. Where did our voice go? Who is running this governmental agency? This is not a true public hearing. It is a dog and pony show.

Sincerely,



Nancy Chiappinelli Munoz
1014 Phelps Street
Sebastian, FL 32958
772-913-2570



Gary Stephen Munoz

November 5, 2014

TO: The Federal Railroad Board

FROM: PROPERTY OWNER AMY E WRIGHT- 423 ROUSE ROAD, FORT PIERCE, FL 34946

RE: Comments on Environmental Impact Statement for ALL ABOARD FLORIDA

I am against ALL ABOARD FLORIDA as I see significant environmental impacts to all of the small cities and neighborhoods along the FEC tracks if this project moves forward.

It is surprising that in the FONSI document the words "Fort Pierce", "St. Lucie Village", "Vero Beach" and "Stuart" do not appear even one time. I didn't check for all the other cities like Sebastian, Wabasso, and Melbourne...but I bet they are not there either. One might think they don't exist- but they are in fact some of the areas with the GREATEST environmental impacts. I can't even imagine what downtown Stuart will be like if this goes through. Here are some of my primary concerns: *Supposedly this Vero Meeting is to define what the concerns are: So see below.*

St. Lucie Village. I live in St. Lucie Village. Homes existed in this riverfront community before the FEC railroad tracks. There are plans to have not one additional track but two additional tracks for a total of three the entire length of the village. Even better the two new tracks will be in the area to the west of the existing track and immediately adjacent to Old Dixie Highway- it appears that there will be 6 feet between the edge of the western most track and the existing roadway. The plan puts a train traveling up to 98 miles per hour according to your documents running within 6 feet of cars, bikes and pedestrians traveling on Old Dixie Highway. Old Dixie Hwy has a speed limit of 35 miles per hour through most of the Village and north of Rouse Road goes to 50 miles per hour. With a 6 foot space from the track there will be no place for a car to pull off the road to stop while the trains go by- so traffic wishing to cross the tracks to our homes will have to stop on Old Dixie and we will be as close as 6 feet to the train while it barrels by us. Is that safe? Really? Old Dixie Highway itself has no more than 12 inches between the edge of the asphalt and the white line marking the traveling lanes (e.g. no bike lane, shoulder etc.). Children waiting for the bus will now have to stay on the west side of Old Dixie and if a train is going by the buses will get caught in the traffic. Would you want your child standing near a train traveling 98 mph? How can we have trains operating at high speed with no setback? We can't build anything within 6 feet of a property line in the village- let alone a train track. Will all the fiber optic and other buried cables be moved to the western side of Old Dixie? Who will pay for that? Currently there appear to be at least four different buried cables in this area. And just a bit further north of the village is Florida Atlantic University with hundreds of people arriving at work and classes each day...one can expect long delays as trains jockey around on three separate tracks.

no one at the meeting could address closeness to the Road- this was disturbing
PROBABLE USE OF THE THIRD TRACK- If one considers what the likely use of the third track is, one can guess that it will be to sideline the freight trains (perhaps even stopping them) which would of course totally block ingress and egress to our homes for residents, emergency vehicles, mail delivery, trash trucks etc....I have waited many a time for the crawling (or parked) freight train to move from the railroad crossing and with the poorly conceived project called All Aboard Florida I can imagine this will be MUCH MORE OFTEN because there will be three times the number of trains! I sure hope that neither my 84 year old mother nor I need EMS for anything after this disaster happens.

Quiet Zones- The Village runs for about 3 miles- it has 8 RR crossings- if the train is moving at 98 miles per hour (taken from map) it would take less than 2 minutes to go through the Village and it would come to a crossing every 15 seconds. Sounds pretty fast....we won't even notice them - gone in the blink of an eye. The only issue is that the trains would have to blow their horns the entire way through the Village- WHOOOO WHOOOO WHOOOO...how nice... especially for the homes that are right next to the tracks. The solution?- QUIET ZONES- impenetrable barriers that come down and block traffic - no horn blowing necessary. The issue with these new "quiet and impenetrable" crossings is that every time one of the "maintenance trucks" is near the crossing (within a few blocks) the bars will come down and block movement through the crossing. This happens a lot- probably more often than an actual train coming through - but worse yet are those times when the crossing simply closes- for no reason, no train, no maintenance worker- just a closed crossing- which can go on for half an hour or more. With the current set up you can get out of your car- look up and down- see that there is not a train or a truck - and drive around the barrier (probably not legal, but then blocking the road is also

illegal). With the QUIET ZONES we will be stuck- even if there is NOT a train- just a broken system or maintenance workers somewhere up the tracks. The maintenance people are there multiple times per week- and with three tracks they will be three times as often – so even when trains are nowhere nearby- the crossings may be closed and no one can either enter or leave the neighborhood and traffic stopped on Old Dixie Highway. Even with just a few trains per hour- total downtime at any crossing will be substantially longer. But no one seems to have thought about this- maybe they don't live near a railroad crossing- and have to deal on a daily basis with track maintenance and "ghost trains" that close the crossings.

RIDERSHIP- The ridership report seems like someone's pipe dream and one wonders how they can be serious. It is filled with assumptions that they even say are assumptions with limited if any real data to support them. They do not take into account the added cost of transportation around the "destination cities". Will there be a giant upturn in Taxi service in Cocoa Beach- and who are these hundreds of thousands to millions of people who want to go there- and why? Maybe Ron Jon's will see an upswing. Similar comments for West Palm...what are you going to do in WPB- go shopping, clubbing? Maybe the Kennedy's will take the train... I guess once you are at the station you can rent a car or take a taxi- or better yet use the bus system (LOL). Maybe the connections in South Florida (Miami, Lauderdale) will be used- but it is not clear who really wants to take the train north and if there is this huge need why don't they use the existing AMTRAK services? It is FASTER than the proposed new train. No need to destroy all of the communities north of Palm Beach for nothing...or could it be for more freight?

PORTS- So the funny thing is that all of the places that this passenger train is going to travel to– all have ports- Port of Miami, Port Everglades, Port of West Palm Beach and Port Canaveral – could the real reason we need this be so that they can haul more freight? Between ports....and on to other places? Or is there going to be a sudden surge of people wanting to take cruises....and if so, why don't they just fly into the city where their ship departs?

There is an old saying...If it doesn't sound right or make sense then it's probably isn't true. Nothing about All Aboard Florida sounds right – nothing about it makes sense- all this expense and impact to the communities along the eastern Florida coast but nothing that shows any real concrete benefit to anyone– except some real estate deals making the owners rich and some jobs building and maintaining it- and of course the taxi driver jobs for all those people who get left at the station with no way to get anywhere else. I am totally against any kind of Federal loan because I can see no way that this boondoggle will make money- tax payers will be left holding the empty bag that once held **1.6 billion dollars**. If they can get private dollars to back this with absolutely no government involvement (no bonds) - then fund it that way- but unfortunately for All Aboard Florida it doesn't appear that the deep pockets of the private sector are "on board" - they can see the same flaws that are obvious to everyone else.

I ask that this letter be incorporated into the public comment section of the documents on environmental impact of All Aboard Florida. There are serious environmental impacts to the communities along the track of All Aboard Florida- none of which are mentioned in your reports because they don't address the communities along the central eastern Florida coast. We will have added noise, vibration, safety issues, reduced access to our homes and emergency services, traffic backups and delays and costs of maintaining these "improved" crossings. There are issues regarding boating and navigation in the Stuart Area. This is not a project that should move forward.

My suggestion: if this is about passengers going between South Florida and Orlando- (and not about more freight on FEC) then put the new tracks on the CSX right of way to the west and compete with Amtrak....or just do the South Florida bit of it and stop there....but then that might not connect the ports...would it?

Amy E Wright 11-5-14

Comments – All Aboard Florida

As things presently stand, nothing has been published which would provide any reason for residents of the Treasure Coast (TC) to favor or be supportive of the All Aboard Florida's (AAF) train proposal. The impression generated, by the AAP people, appears to be "The public be dammed, full speed ahead"!

To my knowledge there have not been any considerations given as to how to "sell" the planned train service to the people on the TC. From what I have heard and concluded, the following are the pertinent points of discussion which would provide a more favorable response from the TC:

1. Provide one passenger train which would provide service to the TC, one train north and one train south, each day. The favored passenger stop, to board/ discharge users, would appear to be Fort Pierce, with a time scheduling which would provide, at a reasonable cost, connections with Amtrak and the airport. The Treasure Coast has, for many years, been in favor of passenger service.
2. Publicize the schedule of all train traffic by the day of the week and the time of arrival at each major city, passenger and freight.
3. Information should be provided indicating the speed of all trains at each city, lengths of the trains and the actual time required to clear intersections.
4. Of great importance would be information where freight trains would be sidetracked for the passage of the high speed passenger trains?

These would be the minimum considerations which would possibly interest and sell the train proposal to the TC!

If these concerns are not given full consideration it is doubtful that most of the TC will support the proposal. Then, All Aboard Florida will, very likely, become "a dirty word" on the TC! Would this be "positive Good Will"!?

Submitted by:

Gordon R. Pyper

42 Woodland Dr., #207

Vero Beach, FL 32962

Theodore W. Robinson III
50 Caserea Court North
Indian River Shores, FL 32963
(772) 231-7537

11-5-14

August 21, 2014

Mr. Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Ave
Washington, DC 20590

Re: **All Aboard Florida**

Dear Mr. Szabo:

Bottom line, All Aboard
Florida will seriously
inconvenience and otherwise
harm a lot more people
than it will help!
Ted Robinson

All Aboard Florida will inconvenience or otherwise harm just about everybody who lives, works, shops or goes to school along Florida's eastern corridor between Miami and Cape Canaveral.

Following are my concerns:

- Assertions that the project will increase tourism, create jobs, have positive environmental and economic impact, and reduce automobile traffic between destinations are speculative, misleading or false.
- Management is not project tested for high speed rail beyond its slick marketing and backroom politicking capabilities.
- Any miscalculations or oversight in the company's business, engineering or operating plans could prove catastrophic.
- The Florida East Coast rail bed is not suited for high speed trains in many areas where roads closely parallel and intersect tracks.
- Any train is a threat to public safety despite precautions taken.
- Almost every three hours a person or vehicle is hit by a train (NBC Nightly News 7-29-14).

- All Aboard Florida trains will become increasingly annoying, distracting and disruptive to families, businesses and local governments with the passage of time.
- Most commercial and residential real estate within sight and sound of the trains will lose desirability and value.
- All Aboard Florida is not a public necessity, will have little public value, and probably 98% of Florida residents, visitors and taxpayers will never board an All Aboard Florida train once the marketing stops and the novelty wears off.
- The company cannot compete with other modes of transportation in terms of total door-to-door travel time and cost.
- All Aboard Florida and its parent company, Florida East Coast Industries, can never cover investment, debt service and operating costs without some form of public subsidy.
- All Aboard Florida is probably structured – legally and financially – for bailout by taxpayers in the event of catastrophe or project failure.
- The collateral offered, rolling stock, is unacceptable, with a liquidation value of only a small percentage of the \$1.6 billion public financing sought.
- All Aboard Florida will add to traffic congestion around station stops in Miami, Fort Lauderdale, West Palm Beach and the Orlando airport without noticeable improvement in road travel conditions between them.
- The company's grandiose private real estate development and railway infrastructure improvements will cause traffic snarls and other problems wherever work is being done, reminiscent of Boston's Big Dig.
- There are proponents of All Aboard Florida from the public and private sectors who place self-interest ahead of public safety and financial welfare, and consequently cannot be entrusted with the management and use of \$1.6 billion borrowed taxpayer money.

In view of the foregoing, I trust you and your Federal Railroad Administration associates will deny All Aboard Florida the RIFF financing it seeks. You cannot in good conscience use taxpayer money to finance a project that will inevitably inconvenience and harm anyone you are constitutionally obligated to protect and serve.

Thank you for your consideration. Please acknowledge receipt of this letter. My telephone number is (772) 231-7537 if you have any questions or comments.

Sincerely yours,

A handwritten signature in black ink that reads "Ted Robinson". The signature is written in a cursive, slightly stylized font.

Theodore W. Robinson III

cc: Anthony Foxx, Secretary of Transportation, U.S. DOT
Jeff Marootian, White House Liaison, U.S. DOT
The Honorable Patrick E. Murphy, U.S. Congress
The Honorable Bill Posey, U.S. Congress
The Honorable Marco Rubio, U.S. Senate
The Honorable William C. Nelson, U.S. Senate
Michael Busha, Executive Director, Treasure Coast Regional Planning Council
Joe Baird, Indian River County Administrator
Jim O'Connor, City Manager of Vero Beach, FL
Joe Griffin, City Manager, Sebastian, FL

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

I am opposed to the train because
they could put the tracks where it wouldn't
embarked the homeowners and our way of live!

If you need additional space, please attach a second sheet to this page

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

- 1) Written comments may be submitted tonight, in the boxes provided
- 2) Comments may be made orally at this meeting (to the court recorder)
- 3) Written comments may be mailed to:

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	<i>Susan A. Tuley</i>
Address	<i>5904 River Run Dr., Sebastian FL 32958</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

more
idea
West
stay
out of
the
east
Coast!

* People moved to this area because they liked what they saw here*. Now a man with a mission has railroad tracks, he decided to get investors, years ago to make him money. His ego. Our own Governor's involved in this very sneaky deal! He's been putting his money in this for his own ego. Miami & Panama Canal finished, for now improving docks for freight. We find out AFTER the fact! Lies & secrets. Our towns have been built on the water & tracks, old tracks new heavy speed train animals, kids & what will happen when old tracks & new trains crash - don't mix. All the publicity for us to realize we will end up paying for some trains we don't need or want. Go West - we don't want you here. This should just be "No Trains" - what is all this about - just say no - just say no train

If you need additional space, please attach a second sheet to this page

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Optional Personal Information:

Name	R. CLAUSEN
Address	551 Balboa St., Sebastian Fla 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available RCottogirl@gmail.com

why are we even here,
just say no train at all!

To: Federal Railroad Administration
Washington DC 20590

Nov 5, 2014

Attn: John Winkle

Subject: Draft EIS. , All Aboard Florida

From: John E. Preschlack
101 Oyster Cut
Vero Beach FL 32963

EMAIL: JEP@cor@tds.net
PH 772 / 234 - 8209

The draft EIS fails to recognize the impacts on coastal communities of combined passenger and freight traffic well beyond current levels. AAF's sister company, Florida East Coast Industries is in the business of freight-management with major investments in the coming expansion of freight traffic following ^{widening} ~~expansion~~ of the Panama Canal. ~~in 2016~~. The track & crossing improvements ^{financed} ~~financed~~ by the Federal loan to AAF will allow an ^{unregulated and} ~~unlimited~~ amount of freight traffic ^{on} ~~to~~ the FECI lines thereby causing extreme ^{congestion at} ~~congestion at~~ ~~strangling~~ crossings and bridge ~~closures~~ in the affected coastal communities. The draft EIS simply does not address this issue ^{of combined traffic.} ~~except in~~ ~~a most superficial way~~ ^{and unlimited} ~~cover~~

J. Preschlack

andrew forrester
John Preschack

jepcor@ids.net
ahforrester@gmail.com
nschaus@aol.com

AAF LIABLE

\$400 MIO
@12% - 5 yr term

12/14

NMTimes

3/5/13 Art.

MARY WASH

Private Army Bonds

Issued by FL Dev. Fin. Corp

in agent w.
LOCAL GOVTS

5 Countries
TOTAL \$1.75 b10

NO LIAB.

nschaus@aol.com
jepcor@ids.net

11/7

Fed.
Tax Exempt!

100K Denoms

IRS must
approve -

Issuers must
ensure revenue
assumptions are
realistic (1)

465 2968
877 INK 2404

37.98
2.38
11/4/14
36.25

772-234-8209
VB ADDRESS -

Roll

All Aboard Florida Intercity Passenger Rail Project
Draft Environmental Impact Statement



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Administration**

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Comments:

THE ESTIMATE OF 9500 RIDERS PER
DAY IS PROBABLY, THE COST WILL BE
GREATER THAN AIR, LONGER BUT MORE
COMFORTABLE, THE ONLY REASON TO RIDE TO
ORLANDO IS EITHER THE AIRPORT OR DISNEY WORLD
ETC.

BUS RIDING OR EUROPEAN IS IDEAL, WITH THE
SHOULDER THAN DRIVING BUT MUCH MORE EXPENSIVE
ESPECIALLY FOR MORE THAN ONE.

I DOUBT BELIEVE THE PASSENGER ESTIMATES HAVE
A MARGIN, THE RIDE TIME OCCUPANCY WAS 200
ON THE DRAWS WE TRAVELED.

Roscoe (L)

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Comments:

- Very concerned about grade crossings

- Safety of emergency health providers crossing or trying to cross tracks

- Substantial interference with businesses along tracks + with people trying to get to the business

- We know that tracks exist west of proposed route and that project can be carried out there. This would avoid all these problems + the consequent impact on the life of this community

If you need additional space, please attach a second sheet to this page

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Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	W. Stephen Leary
Address	396 Indira Dr. Vero Beach, Fl. 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

How can a Medical Emergency
get across from (East) Barrier
Island to the Hospital either
JRM Hosp in Vero or Sebastian
Hospital north of Vero?
Key Medical Condition —
Life or death depends on
the ability of Ambulance to
get to a Hospital promptly
(Trains can not stop in this
scenario)

If you need additional space, please attach a second sheet to this page

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This project would disrupt a
lonely community. It would affect
business, ambulances to the hospital,
cause safety problems & disrupt
attending community projects.
This should be west of Vero
Beach where a railroad already
exists & would avoid all problems
noted above. No federal
funds should be given.

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Optional Personal Information:

Name	<i>Catherine P. Leary</i>
Address	<i>396 Indio Dr. Vero Beach, FL</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

LIVING ON US I WE DO NOT NEED THE
NOISE AND THE SHAKING OF THE BURDENS
WE DONT WANT THIS TRAIN

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Comments:

FOR CONTAINER TRAFFIC FROM MIAMI
TO POINTS NORTH & WEST, A MORE
EFFICIENT MODE OF TRANSPORTATION
THAN RAIL WOULD BE A TUG &
BALGE INTRACONAL SYSTEM. THE
CONTAINERS WOULD BE LOADED FROM
THE SHIP OR FROM THE CONTAINER
STORAGE YARD ONTO THE BALGES
WHICH WOULD THEN BE TOWED &
PUSHED BY TUGS FROM MIAMI
TO JACKSONVILLE SAVANNAH
CHARLESTON AND FROM THERE
BY TRUCK & RAIL TO POINTS WEST.
SUCH SYSTEM PRESENTLY OPERATES
BETWEEN PUEBLO RIVER & JACKSONVILLE
AND IS OPERATED BY CROWLEY
MARITIME.

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Optional Personal Information:

Name	FRANCESCO SAN MILO
Address	2250 SOUTHWINDS BLVD APT 223 VERO BEACH, FL 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available SAMMYSANMI@AOL.COM

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Comments:

Why do you think running 'at grade' thru 340 crossings is good for our emergency services, school buses, businesses — all along the Treasure Coast?

Asela only crosses 11 'at grade' crossings all the way from N.Y.C. to Boston!

Take it west of I 95

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Optional Personal Information:

Name	Michele A. Denney
Address	130 Seaspray Lane Vero Beach, FL 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I am concerned that the historical diesel plant in Vero Beach will be adversely affected by the vibrations additional train traffic will cause, we have documented knowledge that is contrary to the studies done by the AA team. More than once this information has been presented to John Winkle and it would appear it has been ignored. If these additional trains somehow receive approval and the diesel plant is severely damaged it is on record w/ the local news and media that your organization was alerted and warned, please address this appropriately and do not ignore our pleas to save the officially recognized historical building we care about,

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Optional Personal Information:

Name	Michael Catapano
Address	1370 17th Ct. S.W. Vero Beach, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available mikec32958@yahoo.com

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Comments:

We live in Sebastian. All major activities, hospitals, parks, restaurants are on US1 or along the lagoon. Everything is east of the railroad tracks, yet 2/3 of residents are on the west side of the tracks.

You AAF is ruining the life of tens of thousands of people's lives by sending 16 trains (32) crossing closures per day along the Treasure Coast. "SHAME ON YOU AAF"

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Optional Personal Information:

Name	<i>Gisela Lahann</i>
Address	<i>P.O. Box 780158 SEBASTIAN, FL 32978-0158</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>lahannge@hotmail.com</i>

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Comments:

I am opposed to the All Aboard Florida plan for the following reasons. - (1) The quality of life in Vero Beach will be significantly affected in several ways including increased noise, vibration, safety, (2) Businesses on either side of the track will be affected by the increased number of crossing closures due to 32 train/day crossing time (B). (3) Health care given (i.e. ambulances) will potentially be affected. (4) After AAT realizes that their passenger trains are not being utilized as much as they'd hoped - guess what they'll turn to freight trains increasing on the line. Vero Beach has nothing to gain and a lot to lose. They should have gone inland but they of course don't own that line (CSX does).

Mark King 202

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November 5, 2014

Representatives of Vero Beach, Florida

"All Aboard Florida" is truly a misnomer, because the company has no intention of including the residents of the town of Vero Beach. My husband and I anticipated a passenger train that would transport us from Vero Beach to the V.A. facility in West Palm Beach. When A A F announced their plans for high speed rail service, I was interested, but soon dismayed as their projected plans would not include a stop in Vero . In fact, no stops were planned for any city between Orlando and West Palm Beach . Not one of the 16 daily trains would be available to the residents, but their cars would pass through 32 times per day up to a speed of over 100 mph, disrupting traffic and adding to the noise level.

Why would AAF and the Fortress Investment Group ever expect any support from our community or the other communities along the current railroad tracks passing through the center of our small towns? And to add insult to injury, this private investment group is asking for public support by asking each town to pay for upgrades to the tracks in the town and for any additional safety features needed at our crossings. It seems to me that the Investment group has little to lose, but the communities have much to lose- profits for investors, none for residents.

And what about citizens who live west of the railroad track? In an emergency situation how long will ambulances have to wait at crossing while transporting citizens to the Indian River Hospital located to the east of the railroad tracks? How many lives may be lost in such a delay?

I envision a rail service that might just fail to reach the projected passenger capacity as do most of the rail systems in the U.S. What then? Will the company throw up their hands and request more government help? Isn't this simply a further burden on the taxpayers? Or will they trade the passenger cars for longer freight cars to transport goods from the port of Miami northward as I suspect might just be their ultimate goal anyway.

I ask that our town not support this project. Let the Fortress Investment Group and their investors use the westerly tracks by the Florida Turnpike for their route from Orlando to Miami. Only then will there be less disruption to our towns. How they fund the additional tracks and safety issues should be theirs to solve, and covering any losses due to poor ridership should be their responsibility as well. Taxpayers here don't want it and shouldn't have to pay for any of it.

Ann Rabinowitz

2488 63rd Square, Vero Beach, FL 32966

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Comments:

We (2) would like to see the passenger rail put into use - and am excited that additional stops may be considered.

Am concerned about the cost per person. Also - your projection of how many people per day is questionable.

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Optional Personal Information:

Name	Bonnie Walber
Address	PO Box 781479 Sebastian, FL 32978
email	Please provide your email address if you would like to receive notification when the FEIS is available bgwalber40@gmail.com

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Comments:

STOP THE MADNESS. Go near I-95
to enjoy

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Optional Personal Information:

Name	CHARLES FERNANDES ✓
Address	751 46 SQUARE VERO BEACH FL 33596
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I live very close to the tracks on the East side. My floors, window sills and window blinds are constantly coated with black soot dust. Additional trains will result in more of this. There are six crossings near me; adding 32 more trains will make the noise unbearable. Everytime I need to go West of the tracks I will be tied up with a train crossing. I am very concerned that there will be no access over tracks for emergency vehicles; this could cause tragic consequences for many people. Even one life lost to a crossing train is too much. What about the additional costs that Vero Beach taxpayers will eventually be paying - with no benefit to us. This is a lose-lose deal for us living in Vero.

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Optional Personal Information:

Name	Joan Raftery
Address	1100 Ponce De Leon Cir - E203 Vero Beach FL 32960
email	Please provide your email address if you would like to receive notification when the FEIS is available NJTraveler4@yahoo.com

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Comments:

Douglas Moore Cordis Port Center, 721 US Hwy 1
Vero Beach.

I've been told that the crossings will take 47 seconds from closing to opening although that may vary due to traffic. This means as I understand all traffic east to west in stopped for 32 minutes per day contributing to additional congestion in already congested urban areas.

I've also been told that the sole reason for not using the CSX line through Okeechobee is that freight has priority. Considering there are fewer crossings, fewer bridges, less interruption to existing communities, increased revenues to CSX along with new line & upgraded rails I find the objections to be suspicious.

I AM AGAINST Dualizing the Existing
EAST COAST LINE

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Comments:

I DO NOT BELIEVE THIS TRAIN IS SAFE FOR CROSSINGS
FOR HUMANITY WILDLIFE
IT WOULD SPLIT THE TOWN IN HALF, DISRUPT OUR
PEACEFUL ~~ENVIRONMENT~~ SURROUNDINGS - CAUSE MASSIVE
TRAFFIC BACKUPS - DESTROY OUR QUALITY OF LIFE
DEVALUE OUR PROPERTY

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Name	Carol Palmer
Address	635 E POINTE CT SW 32962 VENO BEACH
email	Please provide your email address if you would like to receive notification when the FEIS is available Carol PSI @ ROADRUNNER. com

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Comments:

I am definitely opposed to AAF coming through Indian River County and disrupting our lives. I live near enough to the tracks to lose my property value ~~and~~ with all the traffic backed up from the crossing, it will be a nightmare getting to the street. Also, I object to the impact it will have on the wildlife ~~on~~ our preserve.

Why do you insist on coming thru the heavily populated cities + towns on the East Coast of Fla. when the tracks running thru the central part of Fla. are already in existence

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Optional Personal Information:

Name	Nancy Perry
Address	750 Timber Ridge Tr. SW Vero Beach, FL. 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

We live in a development along US #1 - across the highway from the tracks.

- 1) Noise - increased rail traffic will severely impact us. It may cause our property values to decrease, also. (↑ Noise)
- 2) Rail crossings closing that often is unrealistic - for regular traffic and emergency traffic & access
- 3) Rail bridges for boaters will increase waiting times.
- 4) Cost to communities for noise abatement is an impact for taxpayers
- 5) Let's not forget that we don't have any reason to like this system - No stops, etc. locally
- 6) I doubt very much that you can turn a profit with all of these trips - taxpayers will eventually have to make up the difference.

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Optional Personal Information:

Name	Katherine Thomas
Address	28 Forest Park Dr Vero Beach, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available Kathiethomas28@gmail.com

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Comments:

This RRA divides our town in half
e for a small semi-rural city
This is a disaster with no
benefit. IT disrupts our
way of life

RICHARD WINGEN
1361 INDIAN MOUND TR
Vero Beach, FL 32963
772-231-4445

Yegor of Vero Beach
772-978-4700

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Optional Personal Information:

Name	<i>RICHARD WINGER, Mayor of Vero Beach</i>
Address	<i>1361 INDIAN MOUND TR, Vero Beach 32913</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>dickwinger@live.com</i>



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Comments:

A A F selected and paid for the consultants used by the F R A for the environmental impact statement. The F R A is not concerned about safety and the environment, only want to enable A A F.

It is evident that the Federal & State government is not concerned about all the problems this rail system will cause the citizens of the Treasure Coast.

The high speed train should be routed to the west in Martin, St. Lucie, Indian River & Brevard Counties and hopefully this will be reviewed again by consultants not paid by A A F

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1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	NANETTE PAPARELLI
Address	1151 W. LAKEVIEW DR. SEBASTIAN, FL 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This proposed project will cause a huge negative impact on the citizens of the Treasure Coast. Please do not let this happen.

100's of grade level crossings = problems

Emergency Vehicle delays = premature deaths

Boaters will be greatly inconvenienced by the movable bridge closures. Hundreds of boats every weekend day (Sat & Sun & Holidays) will be stopped 15-25 minutes. And all this will increase with the projected increase in freight trains in the future.

To minimize the environmental (and human) impact, this project should go through the area West of Interstate 95 — such as on the CSX Line.

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Optional Personal Information:

Name	John R. McCahan
Address	7300 20 th St - #171 Vero Beach, FL 32966
email	Please provide your email address if you would like to receive notification when the FEIS is available stardust.v42@gmail.com

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Comments:

① Good For All ABOARD FLORIDA - They've invested so much capital that they have to assert this is a viable project and will benefit the environment and the economy. BAD For the small towns and cities who will actually have to deal with the worsened environment + economy.

② So who amongst you (FRA) has actually spent time, on-site, evaluating the impact of this project, for instance, Stuart, Ft. Pierce, Vero Beach. Ever experienced the car/boat traffic in, for instance, Ft. Pierce? No? Then how can you buy (oh, that's right, it's just a loan) the info put out by AAF? Let's all say "Yes" to AAF and don't worry about the rest of us. Go home and sleep well. We won't, living 2 blocks from the tracks. Ever have 22 to 30 trains blowing their horns outside your front door in the very heart of your business area, approximately 4 blocks by 3 blocks? No? Then you have no

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idea what the impact is. Give me a call and I'll be glad to introduce you to Ft. Pierce
Ellen Mancini, 772-532-0096

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Optional Personal Information:

Name	Ellea MANCINI
Address	20 ORANGE Ave, #402 FT. Pierce FL 34950
email	Please provide your email address if you would like to receive notification when the FEIS is available ALWAYSASKY@gmail.com

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Comments:

THIS PROJECT SEEMS TO BE DRIVEN BY
COMMERCIAL INTEREST OUTSIDE OF THE
FLORIDA COAST WITH NO BENEFIT TO THE
FLORIDIAN GOVT. THE LOCAL INFRASTRUCTURE
IS NOT DESIGNED TO ACCOMMODATE THIS
TYPE OF PROJECT, HOSPITAL SEPARATE FROM
THE MAIN POPULATION BY A R.R. LEAVE THAT
ASSIMILATES THE EMERGENCY RESPONSE
SITUATION.
IF YOU WANT TO SUPPORT DISNEY AND
THEir CAUSE LIKE, LET THEM PAY FOR IT
AND GO WHERE AWAY FROM THE POPULATION
CENTERS. YOU WOULD HAVE A LOT MORE
SUPPORT.

977J 11-5-14

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Optional Personal Information:

Name	G F Isaacson
Address	1415 11TH LN VERO BEACH 32960
email	Please provide your email address if you would like to receive notification when the FEIS is available CEDARCOTTAGE@SBCGLOBAL.NET

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Comments:

NO-ABF!

I AM AGAINST THE ALL ABOARD FL.
PASSENGER RAIL PROJECT. ALL R/C CROSSINGS
ARE NOT ADIQUATE FOR THE MANY TRAIN PASSINGS
THROUGH VERO BEACH & INDIAN RIVER COUNTY.
THE TRAIN PASSINGS WILL DISRUPT TRAFFIC TO AND
FROM THE HOSPITAL DISTRICT - THE AIRPORT TRAFFIC
WILL BE DISRUPTED! THE PROPERTY
VALUES WILL BE DEVALUED BECAUSE OF
THE NEGATIVE IMPACTS OF THE TRAINS
PASSING THROUGH VERO BEACH & INDIAN RIVER CO.
THE TRAIN VIBRATIONS WILL POSE A ^{NEGATIVE} SAFETY
CONCERN TO ALL REAL ESTATE PROPERTY
WITHIN 100 YARDS ON EITHER SIDE OF THE TRAIN
TRACKS!

I AM A RESIDENT OF INDIAN RIVER CO. I
DO NOT BELIEVE THE TRAIN SERVICE TO
BE GOOD FOR INDIAN RIVER CO.

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Optional Personal Information:

Name	WILLIAM H. SCOTT JR
Address	6320 8th St VERO BEACH FL. 32968
email	Please provide your email address if you would like to receive notification when the FEIS is available MHW SCOTT@AOL.COM.

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Nov. 5, 2014

Comments:

Property values will go down if 32 trains a day run through Vero Beach, FL. Nothing has been presented stating how pedestrians + bike riders can safely and easily cross the tracks. How many people will die because trains are stopping them from getting to Indian River Memorial ^{Hospital} on 37th St. between U.S. 1 + Indian River drive? All those trains (32+) will be a nuisance if you live in Vero, St. Lucie + Ft. Pierce + Sebastian. No consideration. There is nothing good about 32+ trains speeding through our towns. And the noise!! One of your speakers talking about tracks, wrongly stated the track for freight is already in place. Newspapers reported that "eventually" an additional track for freight will be added. Just heard no presentation will be given.

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Optional Personal Information:

Name	MARILYN E. ROW
Address	404 GROVE ISLE CIR VERO BEACH, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available _____

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Comments:

- 1) How much effort are you willing to maintain maximum safety measures to ~~prevent~~ prevent ~~certain~~ certain accidents?
- 2) What will happen if business goes bad to the point where you may have to shut down?
- 3) And how would you know the figures of how many will ride your train
- 4) Can't you accept additional revenue by adding a stop ~~to~~ in the Treasure Coast? Doesn't it do it?
- 5) How can you be sure your train won't derail at high speeds?
Anything can happen at 100-250 mph.
- 6) European railroads follow a more efficient method of conducting business: They go AROUND cities, not make the roads more congested. (Indian River County traffic is horrible as it is for small towns like Vero Beach and Sebastian go).
- 7) I'm sure your business may fail. Can't say for how long, but it just won't end well on this part, especially when expanding it to Jacksonville where you have to deal with more cities along the way.

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Comments:

It was very disturbing that there was not one copy of the draft EIS at the public information meeting - so it was impossible to show them what we were asking about - why hold a meeting where the document under discussion is not available to look at?

Why not have close ups of the planned new tracks ^{in this area} at the meeting rather than just a Red line running along existing tracks?

I live in St. Lucie Village and it would be great if someone came to our township and explained the design & use of the 3 tracks & their relationship to homes & Old Dixie Hwy -

Amy Wright 423 Rouse Rd, Fort Pierce FL 34946
772 461-2339

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Optional Personal Information:

Name	Amy Wright
Address	423 Rouse Rd. Fort Pierce FL 34946
email	Please provide your email address if you would like to receive notification when the FEIS is available amyewright@comcast.net

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Comments:

Need more information re:
those crossings where only
street (in green space) could be
blocking emergency services
- ambulance, fire, law enforcement
etc.

See nothing that spoke to
this issue along the
Treasure Coast

One death caused by
above could "backstop" the
FEC.

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There needs to be alternative that will not have such an impact on the community. We have to take in to account school buses & their time schedules. Fire + rescue. What about the home developments along this corridor?

I see 'no advantages for Vero except dividing the community into two sections.

Just who are these 9,000 riders per day!?!?

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**Comments:**

Comments:

I HAVE RIDDEN THE MIAMI METRO RAIL TO WORK FOR 2 YEARS (1992-1994) FROM HIALEAH TO SOUTH MIAMI - DADELAND, AND THEN CONTINUED ON THE METROBUS ON TO WORK. I KNOW HOW IMPORTANT IT CAN BE TO DEPEND ON RELIABLE TRANSPORTATION FOR WORK, HOWEVER, I DO NOT UNDERSTAND THE IMPORTANCE OF THIS HIGH-SPEED ITEM! IT SOUNDS LIKE A KILLER TO ME! WHERE MUST THESE TRACKS BE??? CLOSE TO MY DAUGHTER'S HOME, WHERE SHE CROSSES THE TRACKS WHILE TAKING HER GIRLS DAILY TO THEIR DOCTORS, TO CHEERLEADING, TO SWIM PRACTICE, OR EVEN TO SCHOOL! WHY IN THE WORLD CAN'T THIS BIG PROJECT GO THROUGH THE COW PASTURES IN THE MIDDLE OF THE STATE?? DOES THAT COST TOO MUCH && \$\$\$ \$\$\$\$

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Comments:

I simply cannot understand the rationale
of the proposed train route splitting
cities & waterways to achieve your freight
plans. You will absolutely ruin the treasure
coast unnecessarily. Why not choose
the logical routes west of those historical
treasures - west where CSX already exists.
Is the plan you propose so necessary
that negotiations ^{are} not regarded & at the
ruin of what little the Florida coast
has left for future generations.
Shame on you!

GREEN & PROFIT ^{FOR SPEED} AT WHAT COST?

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11-5-14 Wed PM

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Comments:

- 1) UNSAFE SPEEDS
- 2) SAFETY FOR "US" small quiet Vero Beach
- 3) Medical to get to the hospital
2 minutes delay is @ can be too much.
- 4) We had fewer trains at the time of
Med/Emergency for my mom I didn't know
the TRAIN times - how many (Train times)
do I get to remember. I do know that you
are pretty much on schedule but what about
emergencies - We can't plan them at the time
to wait @ decide which RR crossing to cross
- 4) how are you going to keep Old Historic V.B.
from shaking off its foundation.
- 5) I live on 44th AVE & hear the night trains
where's my tranquility
- 6) Are you paying for this - I can assure
you - "You'll" get your bonus.

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Optional Personal Information:

Name	R. Schasane
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

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11-5-14 Wed pm

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Comments:

"You Guys -"
"FEC, AAF, ECR AND ALL OTHER CO'S"
have given 3.5 million to get this going
I really don't care Rep @ Dem
mayors / V.P.'s @ all in between
I think you could have used the monies
in a positive way by show 1st
Improvements ALL THE WAY AROUND
to all these small towns (only pass bys)
to make sure the firetrucks "em vehs"
sheriffs etc then traffic to pass over
the trains so as not to delay @ maybe a
death on the other side of the tracks -
Don't really know if I'll be here 2015 @ 2017
when 1st part is done but you're not being kind
to small towns - ? small town people -
I grew up in MIAMI - I lived in W. Palm -
left them for the small town -

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Name	R. Schasone
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I understand the need to move people,
but this is the wrong place. You will
be destroying a lovely place called the
"treasure coast" and that makes you pirates!
This will divide our community (Vero
Beach) it will cause loss of jobs because
the building will stop, folks can't get
to the hospital and terrible traffic jams
and our precious environment will be
compromised and in time the sea will
eat it all away. Please think of the state
as a whole and don't destroy it.

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Optional Personal Information:

Name	Clare N. Blanchard
Address	4803 S. Newport Island Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available Gblanc 9442@AOL.COM

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Comments:

The shortest distance between Miami To Orlando is not along the Treasure Coast. Why not, if you insist on carrying on this obscurity, run the train along the Florida ~~Turnpike~~ Turnpike where the state already owns land; the population density is less & the environmental impact would be less. The route would also be shorter!

Susan M. Flattery

441 W. Tangerine Sq Ste

Vero Beach FL 32968

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**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
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Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	<i>Susan M. Flatley</i>
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>SMFVR@aol.com</i>

PART 2
2 of 2

All Aboard Florida Intercity Passenger Rail Project

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Comments:

WILL THE ENVIRONMENTAL IMPACT REALLY INCLUDE "WORST CASE" ECONOMIC IMPACT ON THE CITIZENS OF FLORIDA: STATE, CITY, COUNTY, or LOCAL TAXES?

WILL THERE BE AN ACCOUNTING OF LOBBYING COST DIRECT + INDIRECT (greased palms) TO SUPPORT THIS "PASSENGER RAIL PROJECT"?

WHAT PERCENTAGE OF TOTAL COST OF THIS PROJECT WILL THE RAILROAD COMPANY ACTUALLY PAY - DO ~~THE~~ THE "PUBLIC OFFICERS" RECEIVE ANY SHARE OF THE PROFIT REALIZED BY THIS SERVICE AFTER SUBSIDIES FROM THE TAXPAYERS TO BUILD IT?

WHY IS THE EAST-WEST CORRIDOR (35 miles) THE ONLY ONE CONSIDERED FOR "QUIET ZONE" ~~WHY~~ HOW CLOSE ARE YOU WILLING TO LIVE TO TRAIN TRACKS THAT HAVE 50 TRAINS PER DAY AND HOW MUCH ARE YOU WILLING TO PAY TO BUY PROPERTY THERE? ~~BRUCE TRIPPEY~~

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Optional Personal Information:

Name	BRUCE TRIPLET
Address	4575 BRIDGEPOINTE WAY VERO BEACH - FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I wish to express my concerns regarding this Rail Project. Since there are NO RESTRICTIONS on more freight traffic or how much this will REALLY COST!

1) As a citizen I will be paying Taxes for several more years. This will cost me as a Federal Taxpayer, in addition cost by the local community as we as the state will be born by me. ☹️ ^{no longer contributing as a consumer}

2) Without proper overpasses/underpasses built NOW more taxpayers will suffer being cut off from emergency services (FIRE, Health, WEATHER) % {one dead former taxpayer}

3) The Elephant in the Room is the conversion to freight Traffic should the passenger demand not meet economic needs. UNSPOKEN IS THE INCREASE OF GOODS & PRODUCTS OFF LOADED FROM SHIPPING THANKS TO THE ~~WIDENING~~ WIDENING OF THE PANAMA CANAL

4) WHAT ARE THE PROTECTED PASSENGER TRAFFIC AND FAIRE TO/FROM ORLANDO + MAMI? WILL THAT MANY PEOPLE REALLY PAY IT?

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Bruce Trippet

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Optional Personal Information:

Name	BRUCE TRIPPE
Address	4575 BRIDGE POINTE WAY - UT 155 VERO BEACH, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

VERO BEACH, INDIAN RIVER CO. FLORIDA

1) AAF WILL DIVIDE TOWNS: "EAST VERO, WEST VERO"
BECAUSE:

32 PASS. TRAINS TAKING MIN. 3 MINS:

FOR CLOSING, OPENING ARMS + TRAIN PASSING
TIME STACKS UP CAR/TRUCK/EMERGENCY
VEHICLES FOR LONGER TIMES AT CROSSINGS

3 OR MORE TIMES PER ~~HR~~ HOUR (7 AM - 7 PM)

11/12 HRS 1:32 3 PM HR APROX.

QUIET ZONES NOT AFFORDABLE BY CITY/COUNTY
FOR ALL CROSSINGS.

2) ALTERNATIVE ROUTES WEST OF TOWNS NOT
AFFORDABLE (per comment by AAF chief)
BUT THE RIGHT WAY TO GO!!!
LIKE I-95 & FLA TURNPIKE

3 PER HR X 5 MIN EA = 15 MIN PER HOUR MIN.

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Comments:

TRAIN WOULD CREATE UNSAFE CONDITIONS,
(TOO MANY, TOO FAST, TOO LOUD)

BAD FOR ADJACENT BUSINESSES

BAD FOR TRAFFIC CONTROL

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Comments:

William G. Kelly - 401-418-0104

I grew up in NYC area - high speed trains connect NYC + Boston and NYC + Washington DC. An important commuter hook up of Key Economic centers. This train and its environmental impact will do nothing more than bring more people to the Plastic Capital of the world.

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1. Amtrak runs between Miami and Orlando. Do we really need more train transportation between those cities? If so, why must it run through the middle of our towns along the east coast?

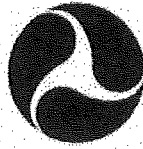
2. The Panama Canal expansion project is expected to be completed by 2016. It will double the capacity of the canal by allowing more and larger ships to pass through the canal. The Port of Miami will be the closest port for off-loading goods at this end of the canal. If demand for passenger service by train between Miami and Orlando isn't high, the tracks will be ready for more freight trains. If speedy passenger trains divide our towns, imagine what a major increase in long, slow freight trains will do.

3. Some are in favor of trains through our towns because the laying of tracks will create jobs. First of all, even if jobs are created locally, they will last only as long as the construction of the tracks lasts. Also, surely they would not hire a new crew in each town. If they were to do so, the jobs that would be created would be of even shorter duration.

4. Florida depends on tourism. Most permanent residents may find themselves stuck in towns where train traffic adds noise and makes it difficult to get to the beach, favorite restaurants, and shopping. Emergency vehicles may be unable to get to people needing speedy access to hospitals. We may have to deal with all of that, but our visitors don't. They can simply choose another town, maybe on the west coast or even in another state, to winter in.

5. Please seriously consider the change in quality of life for those towns to be affected by the addition of additional tracks through our towns - the towns that are home to so many of us. This is not necessary. Send the trains to a less populated area. There is no reason not to send them elsewhere while there are so many reasons to keep them out of our towns.



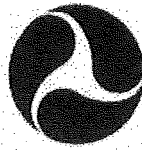


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Comments:

Why should we (the Treasure Coast)
wait for thru-only trains? What's in it
for us?
We wait too long for freight trains
as it is.

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Comments:

*no trains through the hearts of
our cities*

*a few
just some of the reasons why
the trains should not run thru our
communities*

THEY KNOW...LIVES WILL BE LOST. IST RESPONDERS WILL BE HAMPERED....MANY.PRECIOUS MOMENTS WILL BE LOST AT THE CROSSINGS FOR ACCIDENT VICTIMS..HEART ATTACKS AND MORE.

THE ALL ABOARD FLORIDA SAYS IT ONLY TAKES 49 SECONDS FOR THE TRAIN TO MOVE ACROSS A CROSSING, BUT, HOW MANY CROSSINGS WILL HAVE TO CLOSE AHEAD OF A TRAIN RUNNING OVER 100MPH?

PEOPLE WORRY OUR REAL ESTATE VALUES WILL DROP AND PEOPLE WILL LEAVE TO FIND BETTER SEASIDE COMMUNITIES. THERE ARE SERIOUS RAMIFACATIONS ABOUT THIS.

WE ALREADY HAVE AMTRAC PASSENGER SERVICE...WHICH IS FEDERALLY FUNDED BETWEEN MAIMI AND ORLANDO. WITH TWO TRAINS SPLITTING THE RIDERSHIP....NEITHER ONE WILL SUCCED .

THE AAF STATES " THE PASSENGER TRAINS WILL LOWER THE CARBON FOOTPRINT" taking cars off the road. WRONG... CARS HAVE POLLUTION CONTROLS...DEISEL LOCAMOTIVES SPEW SOOT. WE AS HOMEOWNERS HAD TO CLOSE IN OUR BACK PORCH BECAUSE OF THE SOOT ON EVERYTHING. I CAN'T IMAGINE HOW BAD IT WOULD BE WITH ALL THE PROPOSED FREIGHT TRAINS.

HAVING OWNED AND OPERATED A FINE ART GALLERY IN PA FOR 27 YEARS.....I HAD PLANS TO OPEN A GALLERY IN THE ART DISTRICT DOWNTOWN. LIKE MANY OTHERS, WE CANNOT DO BUSINESS IN A PLACE WHERE MANY TRAINS CUT THE CITY IN HALF ALL DAY LONG

THIS PROJECT PROVIDES NO BENEFITS FOR US...ONLY DAMAGES, DUE TO LIABILITY RISKS AND FINANCIAL COSTS....AND LOSS OF BUSINESS

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Comments:

Major concern with financial viability of venture.
How were the ridership (projected ^{figures}) calculated?

How much has been done to develop a service
that would run from Miami to Orlando that did
not pass through all the residential communities?

Has a non-localized train (passenger) service been
investigated to provide transportation between towns
(Stuart/Vero Beach/Melbourne, etc) along with a
direct service?

Are all the noise mitigation features being developed
to quiet noise for the households fairly close to
the railway? Will seamless track be used?

Are there existing high speed trains in use in the
United States? Have they been financially successful?

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Optional Personal Information:

Name	Daniel A. Thomas
Address	28 FOREST PARK DR. VERO BEACH, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available DATVEROBEACH@gmail.com

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Comments:

Not only is the entire project a plan, but these public hearings are also a plan. No speeches or interaction - controlling the process & outcome. Passenger rail is doomed to failure, just look at failures around the country and the world. The whole project is a ruse to carry excess freight from the Panama Canal. Ridership projections are downright laughable. Oh, and how about the bogus environmental impact study. And bulldozing through our towns, disrupting and destroying our way of life only to save money by not going through the center of the state using the turnpike, as I once said. 32 ~~trains~~ trains a day, 110 mph - plus projections is a huge detriment in terms of noise, vibration, safety. It will essentially be cut off from the other side of town, inducing traffic delays and

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Comments:

Emergency vehicles will be delayed and
hindered. Businesses will suffer because
it will be difficult to get to their location.

It's a destructive and stupid idea to run
these trains through the beautiful coastal
towns on the eastern seaboard. The beaches &
oceans are our draw and joy where we want
to live. Our summer tourism will suffer
due to the horrendous inconvenience everyone
is forced to endure.

How dare you call this a private project - Federal
funds are OUR money and we don't approve
this project!

I will do everything I can to stop you!

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Comments:

Noise Pollution is environmental pollution. 32 Trains a day going through the several crossings in Vero Beach sounding their horns at each crossing constitutes extreme noise pollution, not to mention the impact of road closures at each crossing; Elz AAF. Prepared to insure no emergency vehicle will be unduly ~~delayed~~ delayed.

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Optional Personal Information:

Name	Pzel Cieslewski
Address	63 Woodland Dr Vero Beach, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available pzelcdefend-general@yzho.com

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Comments:

I am very concerned about many things
top of my list is the cut off the hospital
and most of Vero's doctors - Our elderly
live mostly west of the Tracks. (!!!)

This project is not for passenger transport
it is the increase of freight train traffic
they take more than 1 1/2 minutes!

The noise of the trains deafening

We have no overpasses to make traffic
available - safety of our children

We have really been "Road Rooded".

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Optional Personal Information:

Name	Virginia E Miller
Address	3745 9th Place Vero Beach FL 32960
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I am against the All Aboard train concept! I am a resident of Indian River County, a home owner, an investment real estate owner, wife, mother, and grandmother! The impact such a "rail" system would have on a community like Vero Beach/Indian River County would be a major environmental problem: noise, debris, and a safety issue to the surrounding properties causing a decrease in real estate and property values! The emergency programs with regard to the health facilities would be greatly impaired due to delays, caused by the delays in the time used daily to cross, delay times the multiple trips at each rail crossings and daily to doctors & hospital could be horrible to all those in need of emergency care at the IRMC and surrounding Dr. offices.

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Name	SANDRA M. SCOTT
Address	6320 8th STREET VERO BEACH, FL. 32968
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Whispering Palms MHC & RV Resort consists of 50 acres, 571 sites with 68 sites along approximately 1/2 mile of existing track. We are year round with a high seasonal base. The sites along the "back where the train is" have always been harder to rent. Reasons cited: Vibration, fear of the train, noise when it goes by. We discount those sites to try and make them more attractive. During the month of Oct. alone we have lost over \$30K in revenue because they will not reserve along that area. We have Florida Panthers, bobcats, turtles and various wildlife. We, and all my residents, come to our area for the peace and quiet, Indian River & ocean access.

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Comments:

Sebastian is a fishing village and prides itself in staying with that feel.

32 additional trains would change our way of living, create traffic issues, increase stress on a large senior population, disturb our environment and change the "feel" of our area.

Please see map of our community and letters written representing the 800 residents of our community.

If all fails and this does go thru, then a sound wall, such as along the freeway, would be expected.

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Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement



U.S. Department
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**Federal Railroad
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Comments:

opposed to AAF

1) unsafe speeds

2) too much congestion time

3) too loud, too much vibration

4) no economic reasons for Indign River.
no positive economic impact for us

5) adverse impact on residence + business
along the train tracks -

6) build tracks along side the Florida Turnpike -
not thru towns -

If you need additional space, please attach a second sheet to this page

11/6/14

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Comments:

Drastically opposed to a private corporation affecting the life and comfort of a large portion of the Florida coast, which is a high tourist/revenue area which will be negatively affected by trains — passenger and freight stopping traffic, emergency vehicles and boating.

Move the tracks to the middle of the state!!

We hope someone listens.

Looks like a beondoggle to me.

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Comments:

NO !!!

We live west of The R.R. TRACKS.

HOSPITAL, EMT. FIRE ARE ALL EAST OF
TRACKS.

The FREIGHT TRAINS TAKE A LONG TIME AS
IT IS. PLEASE DO NOT RUN 32 TRAINS
THRU OUR LOVELY TOWN. BRIDGES WILL BE
BIG PROBLEMS. NOISE POLLUTION. GOVERNMENT
PROBABLY WILL BE INVOLVED TO "HELP"
BAIL OUT THIS POOR IDEA"

LOOK AT SAFETY NOT SOME KIDS
WHO JUST HAVE TO GET TO DISNEY A LITTLE
FASTER.

VERY BAD IDEA THAT IMPACTS ON MY
FAMILY!

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Nov. 5, 2014

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Comments:

1. I live across the street ^{on the East Side} from U.S. 1 in Vero Beach. Adding these trains + another track will more than double the noise and vibration there by causing cracks in walls and ceilings of the homes + condos. They were not built to withstand that kind of train traffic.

2. The fire department is on the West side of the tracks, while I live on the East side. Hence the fire department and/or paramedics will not be able to respond in a timely fashion + will endanger me + my neighbors and family.

3. It's an outrage to have these trains run through the downtowns of Steward, Jensen Beach, Port St. Lucie, Vero Beach, Sebastian, and Melbourne. Ruining the quality of life in these towns. Vero Beach + others are wealthy

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communities + contribute much to FL. Do you really want to chase these millionaires + their money away?

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Optional Personal Information:

Name	HAZEL LACKS
Address	600 EAST LAKE GARDENS, N.C. Vero Beach, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

Nov. 3, 2014

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Comments:

4. It is AN outrage to permit these trains to go through the wetlands endangering the habitats of both local & migrating birds, not to mention other wild life. The noise and VIBRATIONS will disturb nests, burrows, and dens. The wetlands & wild life are what make Florida attractive to many visitors, tourists, and residents, not just the cities or Disney land. I'm a wildlife photographer, and I know the animals, big & little, will be disturbed.

5. 2 mile long freight trains are unconscionable. That's 4 miles of trains when they pass each other.

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Optional Personal Information:

Name	Hazel LACKS
Address	600 E. LAKE GASMINE CRUISE VENO BEACH FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

Nov. 5, 2013

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Comments:

6. You say these trains will go 110 m/p/h.
I come from the Northeast where they
font high speed trains from Boston to
NY to Washington, DC. There is only a
small stretch of track that they can go
high speed on.

That will be ~~there~~ here on the Treasure
Coast, too. For safety's sake, they
should not ROAR through all the towns
on the Treasure & Space Coast. How stupid
that would be. How many people do these
trains have to kill, maim or mutilate
for you to consider safety first?

I am adamantly & passionately against
ALL ABOARD Florida. Shame on you
guys.

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Optional Personal Information:

Name	Hazel Lachs
Address	600 E. Lake Jasmine Cr. Yule Beach, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This project will have a **NEGATIVE** impact on our Treasure Coast area. The additional closings causing cars waiting creates more emissions.

The fact that should the train have a problem and be stalled in our Vero Beach corridor, we have no additional access to our hospital.

The nightly noise and pollution is adverse to a good quality of life.

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Comments:

1) I am a year-round home owning resident in Southern Indian River County. I'm retired. When I moved into the area in 2000, when it comes time to sell, I want to be able to make a profit on that sale. Currently, if I had to sell, I would be losing money. The rail road passenger proposal would stimulate land values in the County.

Indian River County needs an economic boost in property values. There are many residential sub-divisions that stand in completed - having streets laid out and paved with ^{many} ~~many~~ unsold vacant lots. The developers ran out of money due to a lack of sales. It is a depressing site to say the least.

2) A lot with an overpass already constructed exists in Northern St. Lucie County, adjoining the rail road ^{to track} ~~tracks~~ and Old Dixie Highway. The overpass would connect with U.S. 1 at Turnpike Feeder Road. This lot presents a first-rate site for a passenger rail station which I am favor of.

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Comments:

I am completely against AAF.

It will destroy the ambience of
The Treasure Coast!

There are other tracks west of
the coast that can be utilized -
and must be utilized for
this project.

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Optional Personal Information:

Name	Sally Westphalen
Address	7424 Willow Wood Ln Vero Beach 32946
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I am opposed to All Aboard Florida. I live in Vero Beach. 32 passenger trains at 100 mph coming through our town daily between 5:00 am and midnight will be very disruptive to our quiet life in Vero Beach. The noise at each crossing will echo up and down the Indian River waterway on a constant basis. Few high speed rail trains worldwide travel to disrupt traffic flow. They either go over the roadway or under where bridges have been built for auto traffic. Safety is a large concern; we have an aged population in Vero (especially during the winter) who do not react quickly or hear well. Such a high speed train in Vero Beach is not good, no, is terrible, for our community.

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Comments:

There will be zero benefit to our community + will have
negative environmental impact. Trains will not stop
anywhere on the Treasure Coast and, more are planned.

Emergency vehicles will be slowed. Additional costs
will be incurred by our county for making quiet zones

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Optional Personal Information:

Name	MALCOLM SANDERSON
Address	5780 MAGNOLIA LANE VERO BEACH FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available MALCOLM SANDERSON@HOTMAIL.COM

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Comments:

It is beyond me why/how any aware company who cares about the people of this state could possibly ^{think} that those of us who enjoy our wonderful, quiet, safe coastal community would be willing to support what you are proposing: a rail that will speed noisy thru our counties while stopping the traffic of our everyday life.

Please, please, please find a rail up the middle of the state. I am told against this plan for many reasons. However the main one is that we are now TOLD what will happen + not asked to vote on whether we wanted it or not.

Barbara B. Richards

5780 Magnolia Ln.
Vero Beach, FL 32967

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Comments:

THIS IS FOR SPECIAL INTERESTS BENEFITS ONLY.
CERTAINLY NOT FOR THE PEOPLE OF THE
TREASURE COAST - NOISE, TRAFFIC, STRUCTURAL
DAMAGE, PROPERTY VALUES AND LOCAL SMALL
BUSINESSES WILL ALL SUFFER SO THAT MIAMI
FT. LAUDERDALE & W. PALM BEACH CAN REAP
BENEFITS FOR THE FEW MONEY MEN WHO
WILL PROSPER IF THIS IS APPROVED.

WHEN YOU FIND OUT THAT THERE IS
OVER A 90% UNFAVORABLE OPINION OF
A PROJECT, SOMETHING MUST BE DONE TO
STOP THIS. EITHER IT IS TURNED DOWN
OR THE VOTERS WILL MAKE SURE THAT THEIR
POLICAL LEADERS WHO DID NOTHING, WILL
LOSE THEIR SEATS.

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Optional Personal Information:

Name	REBECCA LEPAK
Address	90 CROOKED TREE #207 VERO BEACH, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I am very concerned with the potential the increased hazard resulting from the number of trains passing through our area. If this project is approved as submitted, three crossings per hour will affect our quality of life, increase traffic congestion today & significantly in the future as the Treasure Coast grows in size from migration to this area by families/persons from the North & South Florida.

To satisfy the need to offer mass transport from the Orlando area to South Florida, an alternate route must be considered, such as partnering with CSX or utilizing the FL Turnpike or I95 right of ways.

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Optional Personal Information:

Name	Michael Murphy
Address	8760 Seavest Dr Vero Beach, FL 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Build next to Thruway central F/

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How does a resident of Indian River County benefit
from a train going 110 MPH thru residential areas

Why would your lender accept collateral such
TRAIN CARS OR TRACKS, THAT WOULD SEEM TO BE
LESS THAN LIQUID.

What is the % of net income derived from
developed real estate at the three new stations versus
the proposed rail passenger service.

What is the nature of 10,000 created. % of these
Jobs by County.

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David Gooden

Comments:

- 1) The route is alongside 95 ~~for 200 ft~~
- 2) What is so hard about adding at least one or two in the treasure coast? (One in Vero, one in Port Saint Lucie for the most)
- 3) The safety concerns as well as access for emergency vehicles and hospitals? Were not willing to spend more tax dollars building another hospital on the other side of the tracks. (or a police station)
- 4) AAF isn't decreasing greenhouse emission from vehicles in the Treasure Coast, especially when its only congesting traffic at railroad crossings and on US 1 also.
- 5) US 1 may also be heavily affected as the roads that AAF will cross, and may result in repairing costs for each road at the taxpayers expense.
- 6) What if someones car was stuck on the railroads at a crossing and it can't move, How will you respond? By hitting it at 100-120 mph?
- 7) Why not build it on A1A with those obnoxious rich folks. They'll love something

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**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



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**Federal Railroad
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Washington, DC 20590

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Optional Personal Information:

Name	David Gooden
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available mintyflamex4@aim.com

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Comments:

a high speed train and also
freight ~~pass~~ passing through here
without any benefit to this area
is doesn't have a positive
impact here. That's why people
here are against the train coming
through their town.

Maybe work on a ~~reason~~
compromise.

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Comments:

Destruction of our beautiful city. Is this still America where citizens have the right to determine our lifestyle. In addition to the safety issues, property values will drop. Take AAF from West Palm Beach to the turnpike, that makes sense.

I believe this is all a part of the agenda 1 - project. The Federal Bureau should "NOT" determine our lifestyle.

We will fight this to the end.

Freedom, self determination -

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Optional Personal Information:

Name	Rosemarie B. Wilson
Address	1490 5th Av. Vero Beach, FL 32960
email <i>wilsonroseb@ yahoo.com</i>	Please provide your email address if you would like to receive notification when the FEIS is available <i>I Know THAT THE FEIS is available AND I Don't like it. AAF DID THE EIS.</i>

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Comments:

The idea of a high-speed train passing through town 32 times a day doesn't sound inviting. More people would probably find a positive light in the idea if the train stopped here. After all, it's a long way from West Palm to Orlando with no stops. ~~that~~ A few minute stop wouldn't be a big hold-up. It can be seen by the 2,600+ people that signed the petition that people care about this issue, and if a compromise was made, it wouldn't be for nothing.

To me, it just seems like the All Aboard Florida idea was presented, mostly everyone in the area disagreed with it, yet it is going to happen anyway. Funny how that works.

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I am against All Aboard Florida in any form for several reasons:

We will never be able to attract high technology manufacturing firms that require vibration free manufacturing processes such as semi-conductor fabrication. I know this because I was a design engineer with a major fab facility.

A quadrupling in the number of times traffic is stopped, will create untenably long lines extending across US 1 thus creating unsafe traffic conditions.

School buses and emergency vehicles will be more at risk than they are now.

The list of reasons for my other objections need not be repeated here for others have already documented them.

But the biggest reason for my objection is that All Aboard Florida will destroy our way of life which has been developed in an orderly and carefully planned fashion over the last 100 years only to be destroyed in a metaphorically instant. Up to now Vero Beach has been one, homogenous town. All Aboard will bisect the population. It will isolate those who live on one side of the tracks from those on the other politically, socially and economically. This isolation will destroy our tourism trade, reduce real estate values and ruin our reputation as a bucolic and verdant island in the sun and, up to now, a great place to live.

Ron Renaldo
7 Vista Gardens Trail
Unit 203
Vero Beach, FL, 32962

E-mail: rrenaldo@stny.rr.com
Tel: 772-564-9643

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Comments:

I am opposed to All Aboard because there have been know studies printed as to the ridership ~~an~~ between Miami + Orlando. Who know maybe no one will ride the train. This train will disrupt the lives of everyone who lives along the route.

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Optional Personal Information:

Name	David P. Ferkinhoff
Address	375 Hathorne Lane Vero Beach FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available lferkinhoff@yahoo.com

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Comments:

This form is ridiculous. You can't
get answer to a question. This AAF is a
benefit to freight trains - Disney & Cruise ships
not the treasure coast only gets the
headache - safety & conservation - traffic
issues - The form is just for show
& will not change any minds for AAF

It is shameful!

I know you will shred this
without reading any of these
Comments!

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Comments:

USE CSX FOR NOW
DEVELOP A 10-15 YR PLAN ON #95 UP
AND DOWN THE COAST, FROM MAINE TO FL
WITH SPEEDS FROM 200-300 MPH, NOT DIESEL
AT 100-125 MPH ON OLD RR BED.

FED. GOV. SHOULD NEGOTIATE A NEW
FREIGHT ROUTE ALONG 95 AS WELL.

WORK WITH OTHER COUNTRIES WHERE
HIGH SPEED RAIL WORKS

THERE ARE MANY WAYS TO MAKE HIGH
SPEED RAIL WORK ON #95

COULD WRITE A LOT ABOUT SAFETY
CONCERNS (EMT FOR 30 YRS)

HAVE RELATIVES IN EUROPE WHO LOVE
HIGH SPEED RAIL IF DONE RIGHT, NOT
LIKE WHAT IS PROPOSED HERE.

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Optional Personal Information:

Name	BOB HARKINS Bob Harkins
Address	662 LAYPORT DRIVE SEBASTIAN FL. 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available harkb76@aol.com

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Comments:

The railroad would not serve small communities like Melbourne, Vero Beach, Fort Pierce. Build your route west of these areas - along I95 or further west. Proposed plan is detrimental to the towns along proposed route.

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Comments:

I am absolutely against this train whether or not it have any stops in Vero Beach. So many trains will divide every town in half, prevent ambulances from getting to the hospital (our hosp. is east of the tracks, most of our town is west of the tracks). It will destroy property values and people's peace. Many homes are now killed by trains - I can just imagine how many more will die. What about the wildlife in Savannas. - There is no reason that tracks cannot be built (closed west of 95. I feel that greed and money is behind this & the hell with the people who live here. Also the citizens of Fla. should not pay 1¢ for any of this. If you want your train TOO pay for it all of it.

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Comments:

I have lived in Miami for 45 years - How successful was Amtrak, Metro Rail and Metro Mover ???
Need I say more? Visitors from South America & Europe always rent autos and DRIVE to Disney - This encroachment on the quiet & peaceful lifestyle of the Treasure Coast Counties is completely unwarranted.
If you need rail service from Miami to Orlando the Only Solution is to run parallel to the Turnpike & I-95 -
Would Fortis have to spring for too much money to invest ??
We are serious opponents of All Aboard Fla. as it now is planned -
Fla. has done a great job of ruining the beaches with Hi-Rises - Now you want to destroy the Coast line too ???

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Optional Personal Information:

Name	NORMA L. Cortonesi
Address	513 6th Street Vero Beach, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available TUSCANINN@comcast.net

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Comments:

- #1 The "noise" & vibration will ruin the environment for Miles on both sides ~~of~~ of the Tracks
- #2 It will not be Safe.
- #3 De-railments ?
- #4 More Freight will be coming through our nice Quiet Towns
- #5 What about cost?
- #6 Why can't They go through the Middle of State - they already have a Track from Sanford to Sebring
- #7 What do our Elected Representatives Think about this & do they ask what we Think
- #8 Most of Jobs will be Temporary

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Optional Personal Information:

Name	Thomas & Mary Patrell
Address	140 Aldea Dr. Sebastian, Fl. 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available TMPatrell@GMail.com

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Comments:

THE ADVERSE, DAMAGING AND DANGEROUS EFFECTS
UPON OVER 200-MILES OF FLORIDA TOWNS (AND
SEVERAL THOUSANDS OF PEOPLE ARE WELL KNOWN
TO THOSE AFFECTED AS WELL AS TO THE
PROPOUNTS OF ALL ABOARD. TO RUN HIGH
SPEED TRAINS ^(320 MPH) THROUGH POPULATED AREAS
IS MADNESS. THE MORTAL DANGER TO
CHILDREN, DISADVANTAGED PEOPLE, AND ANIMALS
SHOULD BE OBVIOUS. THE DIRT, NOISE AND
TRAFFIC TIE UPS ARE HAZARDS TO EMERGENCY
VEHICLES AS WELL AS TO THOSE BUSINESSSES &
HOME OWNERS NEAR THE TRACKS.

DON'T CALIFORNICATE FLORIDA

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Optional Personal Information:

Name	RICHARD KRUTT
Address	8816 LAKEVIEW CIRCLE VERO BEACH, FLORIDA 32903
email	Please provide your email address if you would like to receive notification when the FEIS is available

***North Beach Civic Association
12546 N Hwy A1A
Vero Beach, Fl. 32963***

EIS Public Comment

November 6, 2014

Public Safety and our Efficient Transportation impacts regarding AAF

Dear Sirs;

EIS Mitigation and Impact Sharing Plan: Many are concerned, we will be overwhelmed by the impacts which need expensive mitigation! This proposed high speed rail not stopping in many downtown centers, hence, it provides disruption and no public benefit! The rail transportation impacts to public safety and vehicular traffic are huge! Emergency access to medical facilities will require a large demographic base to cross the rail tracks impacted by proposed new high speed and rumored Panama Canal freight services! The rail lines will morph into a new disruptive boundary and time delay warp! Planned intense rail uses for extensive freight, two passenger lines, plus corresponding passing and loading tracks will be much like a new interstate running through towns! Even with signals the volume of trains navigating at grade crossings will be high! Vehicles must contend with high speed rail that should be elevated or below grade! There are exponential impacts for the public, especially children, and animals crossing with trains running at 110 miles per hour! Walkers, wheel chairs, and baby carriages must move quickly across several tracks. Timing Impacts: Navigational waterway traffic will be discouraged greatly affecting commercial fishing and recreational boating! This will require new bridges!

High speed rail should move west as elevated track away from downtowns! It might be possible to share the Florida Turnpike to Orlando, or possibly I-95. Another solution is a sharing agreement with the CSX rail because much of the track is west and not does not impact most downtown centers!

Extensive Rail Expansion and the Future End Game with No Stops: Typically, high speed rail trains should be placed away from the downtown city center and elevated or set below grade to avoid transportation impacts to our economy and quality of life! We will need to mitigate this by bridge flyovers or tunnels! Since tunnels will be difficult to build due to the water table, new bridges and bridge flyovers will be needed! Bridge flyovers are expensive at approximately 26 million dollars without real estate costs or business damages and severance included! The severance and business damage to the built out downtown may be high but this may be the only way for our transportation system to function at a quality of life and public safety level! We will need a number of bridge flyovers at crossings for our transportation system to function!

PG 2 EIS Comments

At this point, we need a definitive statement outlining solutions! All aboard Florida, FEC Rail, related companies, and FRA, should prepare more extensive impact statements and share the impacts if this bold initiative to build a high speed rail through our downtowns moves forward! Our downtowns were not designed for proposed present and future proposed high speed and other rail expansions! Downtown high speed rail, followed by projected FEC Passenger Rail,

Panama Canal based freight expansions, passing and parking loading tracts, Etc. Furthermore, we need to cost out these transportation impacts! The EIS should outline the cost of bridge crossings at adequate spacing with impacts! The cost should reflect X amount of dollars to mitigate this new influence to transportation, and public health access as well as outlining the immediate method of covering necessary mitigation funding!

Additionally, all related and companies should guarantee notes or bonds (not limited to rolling stock as collateral)! We formally request additional meetings over this matter and the right to respond!

Respectfully,

William Fennell, President

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Comments:

I am AGAINST All Aboard Florida project! This belongs West of all the smaller cities on The Treasure Coast. The train tracks go through all these cities Stuart, Ft Pierce, Vero Beach & Sebastian with a terrible impact on the communities. High speed rail belongs West not EAST. The economic impact will be long lasting in a negative way. Even if a stop on the Treasure Coast is later included, it will not make the project better for these communities. The environmental economic & traffic impact will be devastating.

Thank you, Susan Wolsz

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Comments:

1. Greatly impedes getting to the Vero Beach Medical Center in an emergency.
2. Will be dreadful for migrating birds and waterfowl.
3. Feel it is definitely a freight train, rather than a few passengers who might use it.
4. It is a terrible imposition on villagers because of a few greedy developers who can get some Federal funding. (Also taxpayers, though they deny it).
5. Why not build it West of the town instead of going through residential communities?

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Optional Personal Information:

Name	<i>Nancy Stocker</i>
Address	<i>Oak Harbor Vero Beach, FL 32967</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>—</i>



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Comments:

① LOSS OF PROPERTY VALUATION BECAUSE OF NOISE & POLLUTION

② LOSS OF CONVENIENCE & TRANSPORTATION HAZARDS FOR EMERGENCY VEHICLES, SCHOOL BUSES & BOAT TRAFFIC

③ COST IS NOT CONDUCTIVE TO ATTRACTING RIDERS
a) COST OF PARKING CAR IN MIAMI b) COST OF TRAIN TICKET
c) COST OF CAR RENTAL IN MIAMI OR ORLANDO

a + b + c = NOT LIKELY TO ATTRACT PASSENGERS

CHEAPER & MORE CONVENIENT TO GO BY CAR

④ HAZARDOUS TO CARS CROSSING TRACKS

⑤ PRESENTLY IT TAKES TIME TO CROSS RT 1 AT TRAFFIC LIGHTS, IT WILL TAKE EVEN LONGER FOR VEHICLES, BUSES, AMBULANCES, PATROLMEN, FIREFIGHTERS & CARS GOING & COMING TO BEACHES & ISLANDS

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Draft Environmental Impact Statement



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Optional Personal Information:

Name	NORMAN RLAIS
Address	4108 SILVERSTONE DR FT. PIERCE, FLA 34947
email	Please provide your email address if you would like to receive notification when the FEIS is available [Signature]

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Comments:

I am for AAF - this will be good for the community
and for the people of the community. Jobs, Jobs & more
jobs.
People - it will also bring additional people to our area
if we can get a stop

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Comments:

This train will have a truly negative impact on the coastal towns of the Treasure Coast.

Financial, safety, Convenience

Take this high speed train West. This is the only way it would be acceptable to me.

When planning ^{RT} 95 & the Turnpikes they took into account the disruption ~~this~~ that would occur & went west of the towns. Since then we have more people & businesses & schools. This is 2014 ~~for~~ there is a better route than to ruin our investment in our retirement home.

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Optional Personal Information:

Name	VERONICA BLAIS
Address	4108 SILVERSTONE DR. FORT PIERCE FL
email	Please provide your email address if you would like to receive notification when the FEIS is available NORM BLAIS 1@ATT.NET

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Comments:

I am extremely concerned about the impacts to the treasure coast with no benefit to our area. The traffic issues, the noise issues are all real problems.

It seems outrageous to me that just because a company can afford to build a project like this it makes it ok.

I can't see why they couldn't do the project with 5-6 trains per day not the 36 they plan.

The bottom line is move the project out to the western tracks and away from our town. We currently visit the "island" multiple times per week to dine or shop this will put an end to that and leaves us with nothing but noise, dirt + traffic. Totally useless for Vero area.

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Comments:

1. Concern for Ambulance rushing to Hospital
could cause untimely deaths as well
as road rage for EMTs, Nurses & additional
staff must be considered.

2. who is going to ride on one of the 16 trains
going down to back.

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Comments:

- ① IN GIFFORD INDIAN RIVER COUNTY THERE IS A MOBILE HOME
PARK WITH HOMES SEVERAL FEET FROM THE TRACKS THIS POSES A
^{REAL}
~~MAJOR~~ SAFETY CONCERN
 - ② THE BRIDGE CLOSURES I WAS TOLD ARE 5 MINUTES BEFORE
TRAIN ARRIVES 2 MINUTES AFTER TRAIN CROSSES AND 5 OR
MINUTES AFTER TRAIN LEAVES - 7 PLUS HOURS A DAY
THIS IS A GREAT BURDEN ON THE BOATING PUBLIC
 - ③ THE FORECAST FOR PASSENGER TRAFFIC IS OVERSTATED
AND WILL NEVER BE OBTAINED.
 - ④ THERE IS NO TRAIN STOP PLANNED FOR
ST. LUCIE ON INDIAN RIVER COUNTY WITH ARE
WE EXPECTED TO SUPPORT THIS PROJECT AND
BUT NO BENEFIT
 - ⑤ YOU COULD PLEASE TRACKS IN CROFTON OF
STATE WITH BARRIER OR SOME CONFINEMENT
WITH THIS INTRUSION
 - ⑥ WHO WILL BEAR THE BURDEN OF MAINTAINING
THE QUARTER ZONES?
- If you need additional space, please attach a second sheet to this page
- ⑦ ARE YOU FORTIFYING LAWS INCLUDING TRAINING
LAWS WITH VOLATILE CHEMICALS

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Optional Personal Information:

Name	CHRIST KOSART HOWSICK
Address	235 OCEAN WAY VERAD BEACH FL
email	Please provide your email address if you would like to receive notification when the FEIS is available CBKADM@aol.com

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Comments:

we in Vero Beach see no benefit
whatsoever to this project. The
passenger ship will not be enough
to sustain the train so we feel
the main purpose of AAF is freight!
The money we would be put too
much to accept.

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Comments:

We feel the Rails should be constructed toward Western corridor near Turnpike w Yeehaw Junction! The land is inexpensive and plentiful and far away from population which is what the Homeowners in Florida are demanding! Listen and move the tracks Way West →

The train is not used that much in West Palm Beach which is a densely populated WHY would RIDERSHIP increase now?

Who does this corporation represent? We know — FREIGHT?

WHAT Type of Scam do they think they are perpetrating Sounds like a Fraud train

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DISCLOSE
DISCLOSE
DISCLOSE

WHO
WHERE
WHY

How long / Backup Plans ...

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Optional Personal Information:

Name	Eileen Snowberger
Address	1808 E. Sandpointe Pl. Vero Bch. FL. 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

There are an unprecedented
number of at-grade crossings
proposed for this high speed train.
Nowhere in the world is there
a high speed train with over 137 at-grade
crossings!

EIS is deficient. Historic buildings in
Indian River County & Vero Ice Age Man
Site impacts not addressed.
Impact of control malfunctions not
addressed.

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Comments:

There ARE NO benefits for Brevard County and numerous "negative" aspects to this proposal. The safety and noise concerns outweigh any potential minor benefits that "MIGHT" happen in the future.

As a resident of Cocoa, near 528, I see absolutely no benefits to my town or county

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Optional Personal Information:

Name	Bob Whipple
Address	3212 Nottingham Lane Cocoa FL 32926
email	Please provide your email address if you would like to receive notification when the FEIS is available Bwhipple001@CFL.RR.com

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Comments:

As a Cocoa resident, I'm feeling that Brevard will only suffer the ill effects, while reaping no benefit.

The pretty picture presented here relative to "no environmental impact" leaves me skeptical. I've loved trains all my life and commuted for several years up North. It pains me to say I feel we're getting a bad deal here. You might say we're "being rail roaded."

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Name	<i>Pat Whipple</i>
Address	<i>3212 Nottingham Lane Cocoa, FL 32926</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Your literature says the RR cannot request improved safety crossings - only a gov. agency. And if a gov. agency requests the improved safety crossings, it must bear the cost of that measure. BUT IT IS THE RR THAT IS CREATING THE CIRCUMSTANCES THAT DEMAND THE IMPROVED CROSSINGS!

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Comments:

This is a horrendous idea that is going to negatively impact everyone who lives near the tracks like we do. (Not like any of the dingbats who hatched this horror show.)

Who is going to ride 32 trains per day? Even the Northeast Corridor ^{doesn't} have that many.

People drive their cars and aren't going to give that up. People who intend Miami as their destination will fly there. The only end for this noisy, life altering mess is the "drug train" from Miami to Orlando.

It's not going to be successful in the long run and we are going to end up footing the bill sooner or later. Not like the Slimes who initiated the idea planned all along.

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Comments:

THE DRAFT IMPACT STATEMENT MENTIONS "NOISE" UNDER THE "BENEFICIAL EFFECTS" SUB HEADING OF "PROJECT IMPACTS". ACTUALLY NOISE IS A NEGATIVE IMPACT. WITHOUT A SPECIFIC COMMITMENT TO INSTALL EQUIPMENT TO PROVIDE TRUE 'QUIET CROSSINGS', THERE WILL BE A NEGATIVE NOISE IMPACT. POLE MOUNTED HORNS WOULD BE A TOKEN AND INADEQUATE NOISE ATTENUATION EFFORT.

THE ROCKLEDGE-LOCOA COMMUNITY REPRESENTS ABOUT 10% OF BREVARD COUNTY'S HALF-MILLION POPULATION. THIS PROJECT WOULD BISECT THIS COMMUNITY, WITH NO BENEFIT TO THE COMMUNITY.

IN ADDITION TO NOISE, THE DELAY OF EMERGENCY VEHICLES IS ANOTHER "COST" NOT BEING ADDRESSED!

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Optional Personal Information:

Name	DAN TOMSICK
Address	115 N INDIAN RIVER DR COCOA, FL 32922
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I Support A Cocoa Crossing Station
for Passengers (528 + US 1). I think
IT WOULD BE BENEFICIAL TO THE
PASSENGER RAIL SERVICE COMPANY AND
THE COMMUNITY (PORT CANAVERAL + COCOA
AREA). WITHOUT A STATION AT COCOA
CROSSING I THINK MY PROPERTY VALUE
WILL GO DOWN BECAUSE THE TRAIN
WOULD HAVE A NEGATIVE IMPACT
WITH NO POSITIVE VALUE.

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Name	<i>LAWRENCE KOSS</i>
Address	<i>2115 N. INDIAN RIVER DR. COCOA, FL 32922</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>lkosmojr@gmail.com</i>

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Comments:

This AAF proposal is a poor one. It'll result in

1) Environmental damage to wildlife and humans.

2) Loss of life in various kinds of accidents

(The Sunrail operation in Orlando has brought
at least four accidents in about six months

Last Friday 11-7-14 there was a train fatality
involving Amtrak in northern Florida)

3) A severe drop in property values within a mile
of the tracks, according to professional local real estate agents

4) Huge amounts of tax demanded from local
taxpayers to pay for safety measures
in perpetuity — Forever, for those of you at AAF.

5) Blocked crossings, delays of emergency vehicles, etc.

6) AAF is ^{very} ~~expensive~~ business model that's outmoded
& hugely expensive. A single bus goes from Orlando
to Miami in a short time for \$20 round trip.

7) I hope AAF fails!

Jim Head
317-580-6458
Melbourne FL

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Comments:

I BELIEVE THIS IS THE
WORST PLAN FOR BREVARD
COUNTY, THE PORT, AND
THE RESIDENTS

ORLANDO AND LAUDERDALE
ONLY OPTIONS? REDICULOUS

E WALTON
285 HARDVEER
ROCKLE (766) 32955

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Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Optional Personal Information:

Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This project runs through the most populated areas and devalues those areas from a real estate perspective. The addition of vibration and noise to these (waterfront) ~~properties~~ ^{properties} makes for an undesirable environment for anything to live in. If the track were moved inland in a less congested area it would make so much more sense.

If you need additional space, please attach a second sheet to this page

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Optional Personal Information:

Name	Cheryl Lankes
Address	1356 Jane G. Merritt Islnd FL 32952
email	Please provide your email address if you would like to receive notification when the FEIS is available party smart@cf1.rr.com

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Comments:

My concerns are:

- 1.) SAFETY - Adding more trains and higher speeds will increase fatalities. How many over the next 15 years?
- 2.) I don't believe that traffic will only be interrupted for a few seconds - The train may pass thru the crossing in a few seconds, but traffic must wait from the time the gate goes down to when the gate goes up and the last car in line crosses the tracks.
- 3.) Historic sites and areas - old Melbourne
- 4.) The Building of 8 new bridges in Brevard county will have an ~~adverse~~ adverse impact on the Indian River Lagoon. NO consideration of the tributaries and feeder streams.

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How about the birds, scrub JAYS.

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Optional Personal Information:

Name	PETER FUSSCAS
Address	1855 SANDY CREEK LANE MALABAR, FL 32950
email	Please provide your email address if you would like to receive notification when the FEIS is available JFUSSCAS@CFL.RR.COM

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Comments:

No train period -

Not now - not later - not needed.

Muriel King

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Comments:

NO TRAIN Period!!

Not Now Not Later

There is AN Amtrak From
Orlando To Miami

Jack King

1263 ROUTEWINDAL AVE
MIAMI

321 632-5310

HELL NO.

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Comments:

NOT ALL ABOARD FLORIDA !!

High speed rail should NOT be going through heavily populated areas. It will be devastating to businesses and residences.

Brevard County will be split in two with upwards of 50-60 trains "flying" through traffic all day!

It is a proven fact that trains are not profitable.

TAKE THE TRAINS WEST OF POPULATED AREAS !

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Comments:

I am strongly opposed to All Aboard FL

1. It will cause property values to drop!
2. The noise will be horrendous. I am already disturbed by the existing # of freight trains
3. There should be no public funding for backing of bonds
4. The company should pay for repairs, wear & tear of railroad crossings for a minimum of 50 years.
5. It makes no financial sense that a passenger will ride this rail from S. FL (Miami) to Orlando when there are cheaper ways for passengers to travel
6. Melbourne - Brevard County will have no stops. It makes no sense for us to have the "train" destroy our community

If you need additional space, please attach a second sheet to this page

7. Siemens should not be involved. The money paid Holocaust reparations for killing Jews during WWII. Who not an American

→ 8 company
It will remove emergency vehicles from crossing the tracks to render aid in a timely manner.
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Optional Personal Information:

Name	Ilene Goldfinger
Address	3544 Sandpiper Lane Melbourne, FL 32935
email	Please provide your email address if you would like to receive notification when the FEIS is available igoldfinger@aol.com

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Comments:

There should be a station at Cocoa, FL.
Ultimately there should be a connector
to Port Canaveral which is expanding
passenger trips - I have heard from
40,000 /yr. to 80,000 /yr. People
~~it~~ should be able to fly into
Orlando and get to the Port by
train. Otherwise this proposal
adds no benefit or mitigation
factors to Northern Brevard - only
problems.

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Optional Personal Information:

Name	DOUGLAS BISSET
Address	1007 N. INDIAN RIVER DR. COCOA, FL 32922
email	Please provide your email address if you would like to receive notification when the FEIS is available WHISKERSDOC@AOL.COM



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Comments:

Closest point that new rail comes to existing residential (where there was ~~some~~ no tracks currently) is at the I-95 crossing area, generally known as Camaral Groves. There is overwhelmingly negative opinions from neighbors in that area, probably understandably.

As this is probably in an accel/decel zone for trains approaching or leaving the Cocoa curve, the situation for those neighbors could be improved and their concerns ameliorated by a commitment to keep speeds and acceleration rates low from SR 407 eastward.

There was nothing in the presentation that tabulated speeds or acceleration rates along the Brevard/Go section...
estimated gm

That said, mark me IN FAVOR OF...

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Optional Personal Information:

Name	Geoff Scales
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available Geoff.Scales@Cardno.com



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Comments:

I am whole heartedly in favor of the development as a common sense response to the mounting pressure on our roads. I would ask the following of AAF:

- 1) Please look for a green standard to build by i.e. LEED
- 2) Please make provision to allow connection to Port Canaveral.
- 3) Please build the stations and other infrastructure to LEED
- 4) Please use American Made materials, CARS and Trains.
- 5) Please employ as many local worker as you can to build the work.
- 6) Please continue to look for ways to make this a win win for all affected.
- 7) Please make the trains as clean and fuel efficient as current technology will permit.

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Optional Personal Information:

Name	DAVID POWER
Address	3640 LAURETTE RD MERITT ISLAND FL 32952.
email	Please provide your email address if you would like to receive notification when the FEIS is available dpower_pcm@yahoo.com Lowercase.

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Comments:

Needs to include an extension for the Port.

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Comments:

I believe the estimates of ridership from Orlando to S. Fla is over estimated. Known transportation volume from MCO to Port Canaveral is obvious yet no provision is made for a station to handle this traffic.

I am an advocate of Rails to Trails and would love to see a greenway ~~at~~ along side this route that would connect to the already existent Overseas Highway to Key West. Small towns along this Corridor will receive economic benefits not realized with the non stop rail line. This would soothe a lot of ruffled feathers to incorporate this green space in your plan. What a boost for Florida. Please consider this.

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Thank you very much
Helmut Selzer

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Comments:

It is a dream of mine to bicycle from Cocoa
or Orlando to Key West. — this project is
an excellent opportunity to make this possible.
→ Please allow green space along the right-of-
way for a continuous trail. Much Many
dollars are spent by cyclists, and would
greatly enhance local economies.
Additional safety would be by this trail
would provide bikers
would be provide to bike riders by removing
them from busy US 1.

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Comments:

I AM ALL ABOARD !! I AM A CONTRACTOR AND FULLY
SUPPORT THIS PROJECT MOVING FORWARD.

MOVE SPAIN

LANE CONSTRUCTION

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Comments:

I believe This is an excellent project
in Terms of reducing carbon monoxide emissions.
This is great for our State & our Community
& will help decrease the Traffic congestion we have.

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Comments:

I think this is a unique project that will be good for the economy of Florida. I appreciate the increased transportation opportunities & believe it will create more jobs for the state as well.

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